

## Closed Caption Log, Council Meeting, 08/09/06

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Mayor Wynn: GOOD AFTERNOON. THR BEING A QUORUM PRESENT, AT THIS TIME I'LL CALL TO ORDER THIS MEETING OF THE AUSTIN CITY COUNCIL. IT IS WEDNESDAY, AUGUST 9TH, 2006, ABOUT 10 MINUTES AFTER 1:00 O'CLOCK IN THE AFTERNOON. WE'RE HERE IN THE CITY COUNCIL CHAMBERS OF CITY HALL, 30... 301 WEST SECOND STREET. SO MR. GUERNSEY, WE HAVE AN AGENDA, AND MY UNDERSTANDING IS THE WAY WE HAVE NOTICED THESE DIFFERENT CASES IS WE CAN TAKE UP SOME OF THEM NOW AT 1:00 O'CLOCK, BUT IT'S MY UNDERSTANDING THAT OF THE ZONING CASES THAT WE NOTICED FOR 3:00 P.M., THERE MIGHT ONLY BE SAY HALF AN HOUR OR SO OF DISCUSSION WITH THOSE, AND WE HAVE SCHEDULED A TIME CERTAIN 5:00 PRESENTATION ON THE DESIGN STANDARDS, SO COUNCIL, MY RECOMMENDATION WOULD BE THAT WE TAKE UP NOW THESE ITEMS THAT WERE PROPERLY POSTED FOR 1:00. I DON'T KNOW THAT IT'S GOING TO LAST THAT LONG, AND WE LIKELY WILL THEN RECESS AND THEN RECONVENE ABOUT 4:30 TO TAKE UP THE REMAINING ZONING CASES AND GO STRAIGHT INTO DESIGN STANDARDS AND THE PUBLIC HEARING.

THAT'S CORRECT, MAYOR. AND AT 4:30 WE'VE ALSO BEEN NOTIFIED WE MIGHT HAVE AN ADDITIONAL POSTPONEMENT OF ONE OF THOSE ITEMS AS WELL. I'LL BE MEETING WITH THE PARTIES BEFORE THAT TIME JUST TO CONFIRM THAT.

Mayor Wynn: IF YOU COULD BE SO KIND TO WALK US

THROUGH OUR AGENDA.

VERY GOOD. OUR FIRST ITEM IS ITEM NUMBER , CASE C-14-05-0085, THE POWERS 20 PROPERTY, LOCATED AT 11520 NORTH I-35 SERVICE ROAD SOUTHBOUND. THIS IS A REZONING REQUEST FROM GENERAL IF DISTRICT ZONING TO COMMUNITY COMMERCIAL CONDITIONAL OVERLAY COMBINING DISTRICT ZONING. THE APPLICANT HAS REQUESTED A POSTPONEMENT OF THIS ITEM TO OCTOBER 19TH, AND THE NEIGHBORHOOD IS IN AGREEMENT WITH THAT POSTPONEMENT. ITEM NO. 2 IS CASE 814-06-0054, PROMINENT POINT II P.U.D. THIS IS TO APPROVE SECOND AND THIRD READINGS FOR THE PROPERTY LOCATED AT 5401, 5405, 5505 BLUFF SCONE LANCE AND 8310 NORTH CAPITAL OF TEXAS HIGHWAY AND BLUFF STONE AND BLUE GRASS DRIVE FROM INTERIM RURAL RESIDENTIAL DISTRICT ZONING HE, SINGLE-FAMILY RESIDENCE STANDARD LOT CONDITIONAL OVERLAY AND LIMITED OFFICE DISTRICT ZONING AND COMMUNITY COMMERCIAL DISTRICT ZONING AND PLANNED UNIT DEVELOPMENT DISTRICT ZONING TO PLANNED UNIT DEVELOPMENT DISTRICT ZONING. THERE'S BEEN A SLIGHT CHANGE THAT HAS BEEN WORKED OUT BETWEEN OUR WATERSHED PROTECTION AND DEVELOPMENT AND REVIEW DEPARTMENT AND THE APPLICANT WITH REGARDS TO THE RESTRICTIVE COVENANT. ON ITEM NUMBER 8 OF THE RESTRICTIVE COVENANT, AS YOU MAY RECALL, AT FIRST READING, IT WAS OFFERED AS A CONSENT ITEM WITH SOME LANGUAGE. ITEM NUMBER 8 HAS BEEN MODIFIED TO READ AS FOLLOWS, IF THE REQUIREMENTS FOR CONSTRUCTION SEQUENCING OR TEMPORARILY MODIFIED TO ALLOW CONSTRUCTION OF THE BUILDING, PARKING GARAGE AND UTILITIES TO UTILIZE EXISTING POND AND EXISTING EROSION SEDIMENTATION CONTROLS TO ALLOW CONSTRUCTION OF THE NEW POND TO OCCUR AFTER THE GARAGE AND UTILITIES ARE COMPLETED. IT THERE'S SOME ADDITIONAL LANGUAGE THAT WATERSHED INCLUDED IN THAT DEALING WITH EROSION AND SEDIMENTATION CONTROLS, AND WITH THAT WE CAN THAWFER FOR CONSENT APPROVAL AND SECOND AND THIRD READINGS. ITEM NUMBER 3 IS CASE C-14-05-0150, FAIRFIELD AT WOODLAND PARK. THIS IS APPROVE THIRD READING OF AN ORDINANCE FOR THE PROPERTY AT 3226

WEST SLAUGHTER LANE FROM MULTI-FAMILY RESIDENCE  
MODERATE HIGH DENSITY CONDITIONAL OVERLAY  
COMBINING DISTRICT ZONING TO MULTI-FAMILY RESIDENCE  
MODERATE HIGH DENSITY CONDITIONAL OVERLAY ZONING  
IN ORDER TO CHANGE A CONDITION OF ZONING. AND AT  
SECOND READING THE COUNCIL APPROVED THIS ITEM WITH  
A SETBACK FROM THE NORTHERN PROPERTY LINE OF 670  
FEET. THE APPLICANT -- AND I BELIEVE YOU HAVE ON THE  
DAIS A LETTER THAT WAS ADDRESSED TO OUR  
DEPARTMENT THAT SPOKE TO THE ACCURATE  
MEASUREMENTS. THEY HAVE ACTUALLY HAD I GUESS A  
SURVEYOR GO OUT TO THE PROPERTY AND DO A REVIEW  
AND HAVE ASKED FOR RECONSIDERATION OF THE SET  
BACK, INSTEAD OF BEING 670 FEET FROM THE NORTH  
PROPERTY LINE TO BE CONSIDERED AT 646 FEET FROM THE  
NORTHERN PROPERTY LINE. AND THEY ASKED IF THIS  
COULD BE A CLARIFICATION WITH THIS APPROVAL. THIS IS A  
DEVIATION THAT'S SMALL ENOUGH AFTER QUERSING WITH  
THE LAW DEPARTMENT THAT YOU COULD DO AND WE  
WOULD SIMPLY CHANGE ON THE ORDINANCE THE 670 TO  
646. WE ALSO NOTED THAT THE REFERENCE TO THE GREEN  
BUILDER PROGRAM IS AS IT EXISTS TODAY ON AUGUST 9TH.  
AND SO THAT IS ALSO..... ALSO NOTED IN THE ORDINANCE.  
THE APPLICANT IS HERE, AGENT'S HERE IF HAVE YOU A  
QUESTION ABOUT THAT. OTHERWISE WE CAN GO FORWARD.  
IF YOU WOULD LIKE TO TAKE THE APPLICANT'S CHANGE  
FROM 670 TO 646, WE CAN OFFER THAT ON CONSENT.

Mayor Wynn: COUNCIL, QUESTIONS, COMMENTS?

ITEM NUMBER 4 IS CASE C-14-05-01 IT 51. THIS IS THE FLEX 15  
PROPERTY. THIS IS A REQUEST TO APPROVE SECOND  
READING ONLY FOR THE PROPERTY AT 8420 LONGVIEW  
ROAD. WE HAD A REQUEST MADE LATE MONDAY BY A  
NEIGHBORHOOD REPRESENTATIVE FROM SOME OF THE  
NEIGHBORHOOD PROPERTIES THAT ARE LEAST OF THE  
SUBJECT PROPERTY ASKING FOR A POSTPONEMENT  
REQUEST TO AUGUST 31st. WE UNDERSTAND FROM THE  
APPLICANT THAT THEY ARE IN AGREEMENT WITH THE  
POSTPONEMENT REQUEST. SO ITEM NUMBER 4 WE HAVE A  
NEIGHBORHOOD POSTPONEMENT OF THIS ITEM, THE  
APPLICANT AGREEING TO AUGUST 31st.

Mayor Wynn: THANK YOU.

ITEM NUMBER 5 AND ITEM NUMBER 6 ARE RELATED. THESE ARE CASES C-14-05-176, SHROPSHIRE DESSAU RETAIL TRACT NUMBER 1 IF THE PROPERTY LOCATED AT 11801 DESSAU ROAD. THIS IS A REZONING REQUEST FROM DEVELOPMENT RESERVE DISTRICT ZONING TO COMMUNITY COMMERCIAL CONDITIONAL OVERLAY WITH CONDITIONS. AND THE RELATED ITEM TO THE SOUTH IS ITEM NUMBER C-14-05-0177. THIS IS ALSO SHROPSHIRE DESSAU RETAIL, BUT TRACT NUMBER 2. AGAIN, THIS IS SECOND AND THIRD READINGS FOR THE PROPERTY LOCATED AT 1100 BLOCK OF DESSAU ROAD. THIS IS FROM DEVELOPMENT RESERVE DISTRICT ZONING TO NEIGHBORHOOD COMMERCIAL CONDITIONAL OVERLAY COMBINING DISTRICT ZONING WITH SOME CONDITIONS. THE APPLICANT HAS EXECUTED THE RESTRICTIVE COVENANTS THAT WERE REQUESTED AT FIRST READING IT'S MY UNDERSTANDING THAT COUNCIL HAD REQUESTED SOME SPEED LIMITS AND MEDIAN BREAKS, WHICH THE SPORNSZ IN YOUR BACKUP. SO WE CAN OFFER THESE ITEMS AS CONSENT UNLESS YOU HAD SOME QUESTIONS ABOUT THIS CASE.

Mayor Wynn: QUESTIONS OF STAFF, COUNCIL? COMMENTS? IF NOT, WE'LL OFFER THAT ON SECOND AND THIRD READING CONSENT AGENDA. COUNCILMEMBER KIM?

Kim: I HAVE A QUESTION ABOUT ITEM 3, FAIRFIELD AT WOODLAND PARK. CAN YOU TELL ME WHAT HAPPENED WITH THE SURFACE PARKING AND THE GREEN BUILDING STANDARDS ON THIS PROJECT?

THE GREEN BUILDER STANDARDS, THEY HAVE AGREED TO DO GREEN BUILDER STANDARDS. THE ONLY THING THEY ASKED US TO CLARIFY THE GREEN BUILDER STANDARDS AS IT EXISTS TODAY ON AUGUST 9TH.

Kim: THE PARKING?

SURFACE PARKING. THEY....THEY HAVEN'T ACTUALLY HAD A DISIEP OF THEIR PROPOSED DEVELOPMENT -- THAT I'M AWARE OF THAT THE DETAILS HAVE BEEN APPROVED YET ON THAT. AND THAT THEY WOULD BE SUBJECT TO THE S.O.S.

REQUIREMENTS FOR IMPERVIOUS COVER. THE APPLICANT'S REPRESENTATIVE IS HERE IF YOU HAVE A PARTICULAR QUESTION ABOUT THE SURFACE PARKING ON THE PROPERTY. THE PARK SG LIMITED AS WELL AS THEIR BUILDINGS BY THE IMPERVIOUS COVER, BUT I'M NOT SURE THE SPEFG LAYOUT -- SPECIFIC LAYOUT OF WHERE THE PARKING IS LOCATED.

Kim: WERE THE PARKING STANDARDS RELAXED IN THIS CASE?

NO, THEY WOULD BE REQUIRED TO MEET THE MINIMUM PARKING REQUIREMENTS FOR THE CITY OF AUSTIN?

Kim: OKAY. WELL, MAYOR, I WON'T BE VOTING FOR THIS ITEM, ITEM NUMBER 3.

Mayor Wynn: OKAY. COUNCILMEMBER MARTINEZ?

Martinez: SHOW ME VOTING NO ON ITEM 5 AND 6.

Mayor Wynn: COUNCILMEMBER LEFFINGWELL.

Leffingwell: I DID HAVE A QUESTION ON ITEM 5 AND SIX. ONE OF THE ITEMS IS A LIMITED TRIPS PER DAY.

LET ME ASK GEORGE ZAPALAC TO COME UP AND THE REST OF THE TIA.

Mayor Wynn: WELCOME, MR. ZAPALAC.

COUNCILMEMBER, THERE IS A RECOMMENDATION THAT THE TRIPS BE LIMITED TO WHAT ASSUMED IN THE TRAFFIC IMPACT ANALYSIS, WHICH WOULD BE 5,374 PER DAY. THEY DID REDUCE THE TOTAL BY ABOUT 900 TRIPS FROM WHAT PREVIOUSLY PRESENTED TO YOU BY ELIMINATING FAST FOOD SERVICES FROM THE PERMITTED USES.

Leffingwell: IS THAT A TRIP LIMIT PER SE OR JUST AS A RESULT OF ELIMINATING FAST FOOD?

THERE IS A TRIP LIMIT BASED ON THE OTHER USES THAT

WERE IN THE TRAFFIC IMPACT.

Leffingwell: SO THAT IS A PART OF IT THEN?

YES, SIR.

Leffingwell: OKAY, THANK YOU.

Mayor Wynn: SO MR. GUERNSEY, WE'RE STILL WALKING THROUGH THE PROPOSED KENT AGENDA. CONSENT AGENDA.

THAT CONCLUDES THE SECOND AND THIRD READING ITEMS. ITEM NUMBER 7 WAS NOTED TO BE AT 3:00, AND SO WE CAN COME BACK TO THAT I GUESS AT 4:30.

Mayor Wynn: COUNCIL, THE PROPOSED CONSENT AGENDA ON THESE ZONING CASES WHERE WE'VE ALREADY CLOSED THE ZONING HEARING IS TO POSTPONE ITEM NUMBER 1 TO OCTOBER 19TH, 2006, TO APPROVE ON SECOND AND THIRD READING ON THUMB NUMBER TWO. TO APPROVE ON THIRD READING ITEM NUMBER 3. TO POSTPONE ITEM NUMBER 4 TO AUGUST THIRTS, 2006. AND TO APPROVE ON SECOND AND THIRD READING ITEMS FIVE AND SIX. I'LL ENTERTAIN A MOTION. MOTION MADE BY COUNCILMEMBER MCCracken, SECONDED BY THE MAYOR PRO TEM TO APPROVE THE CONSENT AGENDA AS READ. WE WILL BE NOTING, MS. GENTRY, THAT COUNCILMEMBER KIM WILL BE NOTING NO ON ITEM NUMBER 3 AND COUNCILMEMBER MARTINEZ WILL BE NOTE VOETING NO ON ITEMS FIVE AND SIX. FURTHER COMMENTS ON THE CONSENT AGENDA? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE. YOU OPPOSED? MOTION PASSES ON A VOTE OF SEVEN TO ZERO WITH THE TWO NOTED NO VOTES.

LET ME CONTINUE ON THEN. ITEMS NUMBER 8, EU9 AND 10 ARE RELATED ITEMS. NUMBER 8 IS NPA-05 HJ 00067.01 AT 1201 AND 1203 BURIAL. THIS IS AN ORDINANCE AMENDMENT TO THE OLD WEST AUSTIN NEIGHBORHOOD PLAN, AN AMENDMENT TO THE AUSTIN TOMORROW COMPREHENSIVE PLAN BY AMENDING SOME TEXT IN THAT TO REMOVE 1202 AND 1203 BAYLOR STREET FROM THE RESIDENTIAL CORE DISTRICT AND PLACE THEM IN THE LAMAR DISTRICT. A

RELATED ITEM IS ITEM NUMBER 9 AND THIS IS CASE C-14-05-0012, 1201 BURIAL. THIS IS A REZONING REQUEST FROM MULTI-FAMILY RESIDENCE MODERATE HIGH DENSITY NEIGHBORHOOD PLAN COMBINING DISTRICT ZONING TO LIMITED OFFICE NEIGHBORHOOD PLAN COMBINING DISTRICT ZONING. THE PLANNING COMMISSION DID RECOMMEND TO GRANT IT N.O. OR NEIGHBORHOOD OFFICE MIXED USE NEIGHBORHOOD PLAN COMBINING DISTRICT ZONING, AND THIS IS READY FOR CONSENT APPROVAL ON THREE READINGS. ITEM NO. 10 IS CASE C-14-05-0013 AT 1203 BAYLOR. THIS IS A REZONING REQUEST FROM MULTI-FAMILY RESIDENCE MODERATE HIGH DENSITY NEIGHBORHOOD PLAN COMBINING DISTRICT ZONING TO LIMITED OFFICE NEIGHBORHOOD PLAN ZONING. THE PLANNING COMMISSION RECOMMENDATION WAS TO GRANT NEIGHBORHOOD OFFICE MIXED USE NEIGHBORHOOD PLAN COMBINING DISTRICT ZONING, AND THIS IS READY FOR ALL THREE READINGS. SO MAYOR, ITEMS 8, 8.. 9 AND 10 WHICH ARE RELATE READY READY FOR ALL THREE..... -- FOR APPROVAL ON ALL THREE READINGS. THE CLERK JUST NOTIFIED ME THAT THERE IS A SPEAKER ON ITEMS 8, 9 AND 10.

Mayor Wynn: YES. ACTUALLY, JEAN STEPHENS HAS SIGNED UP AVAILABLE TO EAPS ANSWER QUESTIONS. MS. STEVENS IS ALSO WELCOME TO ADDRESS US IF SHE WOULD LIKE, BUT SHE SIGNED UP IN FAVOR IF WE HAVE QUESTIONS. WELCOME.

MY NAME IS JEAN STEPHENS, THE CHAIRPERSON OF THE AWANA ZONING COMMITTEE. I AM SIGNED UP AS FOR THIS PROPOSITION IF THE ZONING IS BEING CHANGED TO N.O., NOT L.O. AS STATED. AND ON THE CONSENT AGENDA I SEE THAT STAFF DID RECOMMEND TO GRANT N.O.-MU-NP, BUT WE ARE OPPOSED TO L.O. PAIR MAYOR THANK YOU FOR THAT CLARIFICATION. MR. GUERNSEY, YOU WERE RECOMMENDING --

THE COMMISSION RECOMMENDED N.O.-MU-NP ZONING FOR THESE PROPERTIES. AND THAT'S WHAT THE ORDINANCE IS.

Mayor Wynn: THANK YOU. I WILL THEN CONTINUE. ITEM NUMBER 11 IS CASE C-14-06-0080. THIS IS SAN JOSE LOFTS. THIS IS AT 208 WEST GIBSON AND STAFF IS REQUESTING A

POSTPONEMENT OF THIS ITEM TO 8-24 OR AUGUST 24TH. ITEM NUMBER 12 IS CASE C-14-06-0065, 2923 AND 2933 PECAN SPRIPGZ ROAD. THIS IS A REZONING REQUEST FROM SINGLE-FAMILY RESIDENCE STANDARD LOT NEIGHBORHOOD PLAN OR SF-2-NP COMBINING DISTRICT ZONING TO FAMILY RESIDENCE NEIGHBORHOOD PLAN COMBINING DISTRICT ZONING. THE PLANNING COMMISSION RECOMMENDATION IS THAT THEY FORWARD THIS WITHOUT A RECOMMENDATION. THEY HAD A SPLIT VOTE ON THIS ITEM. THIS IS A DISCUSSION ITEM YOU. THE REMAINING ITEMS ARE ITEMS THAT ARE POSTED AT 3:00, MAYOR, ITEMS 13, 14, 15, 16, 17 AND 18 ON YOUR AGENDA, SO WE'LL PAUSE AND WAIT FOR THOSE TO BE TAKEN UP AT 4:30 FOR ACTION ON THOSE ITEMS.

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MAYOR, IF I CAN. WE ARE CHECKING -- DOUBLE-CHECKING NUMBER 8. WE PREPARED AN ORDINANCE FOR THAT, BUT WE DO NOT SHOW IT IS A BACKUP. SO IF WE COULD PAUSE IN TERMS OF TAKING THAT ONE, MAKE SURE THAT WE ACTUALLY HAVE AN ORDINANCE IN BACK UP-, I WOULD APPRECIATE IT. MAYBE WE CAN POSTPONE THAT ONE UNTIL 4:30..... 4:30 TOO TO MAKE SURE.

Mayor Wynn: BETTER SAFE THAN SORRY. THE PROPOSED CONSENT AGENDA ON THESE CASES THAT WERE NOTICED FOR 1:00 P.M. WILL BE TO CLOSE THE PUBLIC HEARING AND APPROVE ON ALL THREE READINGS CASES 8, 9 AND 10 AND TO POSTPONE ITEM NUMBER 11 TO AUGUST 24TH, 26. MOTION MADE BY COUNCILMEMBER COLE, SECONDED BY COUNCILMEMBER MCCracken TO APPROVE THE SCEPT AGENDA AS READ -- CONSENT AGENDA AS READ. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE. OPPOSED? MOTION PASSES ON A VOTE OF SEVEN TO ZERO.

PAIR,. MAYOR, LET ME GO BACK TO ITEM NUMBER 12 AND WE CAN PRESENT THAT. ITEM NUMBER 12 IS CASE C-14-06-0065 FOR THE PROPERTY LOCATED AT 2923 AND 2933 PECAN SPRINGS. THE OWNER-AGENT IS SAM E. PRESLEY. AND THIS IS A REZONING REQUEST FROM SF-2-NP TO FAMILY RESIDENCE NEIGHBORHOOD PLAN COMBINING DISTRICT



ZONING. THE PLANNING COMMISSION DID FORWARD THIS WITHOUT A RECOMMENDATION. THERE WAS A MOTION THAT THEY DID CONSIDER FOR SF-3 ZONING LIMITED TO TWO DUPLEX UNITS, BUT NAILED ON A 3-3 VOTE. THE FAMILY DID REQUEST THE SF-3-NP ZONING. THERE WAS ALSO A PETITION FILED, IT'S NOT VALID, BUT STANDS AT APPROXIMATELY 14.35 PERCENT. AND THE PROPERTY ITSELF IS LOCATED IN AN AREA WHICH IS SURROUNDED MAINLY BY SINGLE-FAMILY HOMES EXCEPT FOR A CHURCH, WHICH IS ZONED SF-2, WHICH LIES TO THE SOUTH AND EAST OF THE PROPERTY. THE PROPERTIES FURTHER TO THE EAST AND WEST ARE SF-3 AND TO THE NORTH ARE ZONED SF-2.2. THE PROPERTY OWNER WISHES TO BUILD ADDITIONAL DUPLEXES ON THE PROPERTY. IF THE PROPERTY OWNER SO DESIRED, THEY COULD SUBDIVIDE THE PROPERTY AND CREATE LOTS OF A MINIMUM SIZE OF 4,750 -- 5,750 SQUARE FEET AND DEVELOP IT WITH MIN PAL RESIDENCES IF THEY WERE UNSUCCESSFUL WITH THIS REQUEST. IF THEY WERE SUCCESSFUL THEY COULD PROVIDE OR MAKE A REQUEST FOR A SUBDIVISION THAT WOULD CREATE 7,000 SQUARE FOOT LOTS IN WHICH THEY COULD CONSTRUCT DUPLEX ON THE PROPERTY. AT THIS TIME I WILL PAUSE AND IF YOU HAVE QUESTIONS OF ME, I WILL WAIT UNTIL AFTER THE APPLICANT'S PRESENTATION.

Mayor Wynn: MAYOR PRO TEM?

Dunkerley: I UNDERSTAND THE PLANNING COMMISSION WAS SPLIT 3-3.

STAFF RECOMMENDED THE SF-3 ZONING. SF-3-NP ZONING. STAFF RECOMMENDED WHAT THE APPLICANT IS REQUESTING.

Mayor Wynn: FURTHER QUESTIONS OF STAFF, QUESTION IN IF NOT, THEN WE WILL CONDUCT OUR PUBLIC HEARING. THE APPLICANT OR OWNER OR AGENT? ARE THEY HERE? ARE WE MISSING SOMEBODY?

I GUESS WE'RE MISSING THE APPLICANT. WE TRIED TO REACH HIM BY CELL PHONE TO MAKE SURE HE WOULD BE HERE, BUT I GUESS HE'S NOT IN THE AUDIENCE.

Dunkerley: WOULD YOU A CLARIFY AGAIN IF THE APPLICANT IS OKAY WITH THE STAFF RECOMMENDATION?

YES, BECAUSE THAT IS EXACT WLAI HE'S -- THAT IS EXACTLY WHAT HE'S REQUESTING.

Mayor Wynn: WE DO HAVE ONE PERSON SIGNED UP AGAINST, BUT ONLY TO SPEAK IF WE HAVE QUESTIONS. STEPHANIE SIMMS. WHY DON'T YOU COME ADDRESS YOU US IF YOU DON'T MIND AND WE MIGHT HAVE TO TABLE THIS WHILE WE WAIT FOR THE APPLICANT. I DON'T WANT TO KEEP YOU WAITING. WELCOME. YOU WILL HAVE THREE MINUTES.

THANK YOU. MY NAME IS STEPHANIE SIM. I'M THE PRESIDENT OF THE PECAN SPRINGS, SPRINGDALE NEIGHBORHOOD ASSOCIATION, WHICH THIS PROPERTY IS LOCATED. WE DID COME TO THE PLANNING COMMISSION AND SAT FOR NINE HOURS AND THEN THEY WERE EIGHT TO 10 OF US THAT GAVE A SPEECH AGAINST. AND WHAT HAPPENED WAS PLANNING COMMISSION VOTED EITHER IS SF-3 WITH A CO LIMITING TO ONE LOT -- ONE DUPLEX PER LOT, WHICH IS WHAT THE APPLICANT PRESENTED TO THE NEIGHBORHOOD, VERSUS KEEPING IT SF-2, AND THEY HAD A SPLIT 3-3 VOTE ON THAT. THEY DIDN'T WANT TO PROCEED WITH SF-3 UNLIMITED OR UNRESTRICTED. SO THE NEIGHBORHOOD IS AGAINST THIS BECAUSE DUPLEXES ARE, ONE, A DETRIMENT TO OUR NEIGHBORHOOD AT THIS POINT IN TIME. AND TWO, WE WANT TO PROMOTE HOME OWNERSHIP AS INDICATED IN OUR NEIGHBORHOOD PLAN. AND THOSE ARE OUR MAIN ARGUMENTS. I HAVE BEEN TRYING TO GET IN TOUCH WITH SAM PRESLEY. HE CALLED ME A COUPLE OF WEEK AGO AND TOLD ME WHERE HE WAS ON THIS ISSUE AND HE'S ACTUALLY CONSIDERING SF-3 AS ONE OPTION, SF-4-A AS ONE OPTION OR MAINTAINING SF-2, KEEPING IT HIMSELF OR SELLING IT TO A DEVELOPER WHO WOULD DISWRIED IT, WHICH THE NEIGHBORHOOD IS FINE WITH EITHER OF THOSE AND WE CAN'T SAY ANYTHING ABOUT THAT. SO I DON'T HAVE ANY NEIGHBORS HERE WITH ME BECAUSE WE WEREN'T -- I HAVEN'T HEARD BACK FROM SAM AND HE'S NOT HERE AND WE DIDN'T WANT TO PREPARE A BIG FIGHT AGAINST IT, BUT WE WOULD HAVE. AND RARGDING THE PRE-- REGARDING THE PETITION, THE CHURCH HAS SIGNED IT EXCEPT FIVE OF THE SEVEN TRUSTEES HAS SIGNED THE PETITION, BUT WE

DON'T HAVE A LETTER STATING THAT THEY ARE DECISION MAKERS, OTHERWISE THE PETITION WOULD BE VALID. BUT I CAN GET THAT. IF NEEDED. THANK YOU. DO YOU HAVE ANY QUESTIONS?

Mayor Wynn: QUESTIONS? MAYOR PRO TEM.

Dunkerley: COULD YOU CLARIFY AGAIN, YOU ARE AGAINST SF-6?

SF-3, WHICH WOULD ALLOW DUPLEXES. WHERE SF-2 PRESENTLY DOES NOT ALLOW DUPLEXES.

Mayor Wynn: COUNCILMEMBER KIM.

Kim: SO YOU'RE SAYING THAT THE AGENT PRESENT THIS HAD ORIGINALLY TO YOU TO ONLY ALLOW ONE DUPLEX PER LOT AND NOW THE WAY IT IS RECOMMENDED, THE PLANNING COMMISSION RECOMMENDED TO LIMIT THE SITE TO TWO DUPLEX UNITS PER LOT? IS THAT WHAT YOU'RE SAYING?

IT WAS REPRESENTED TO US, WE HAD A MEETING TWO NIGHTS BEFORE THE PLANNING COMMISSION, THAT THERE WOULD BE ONE HIGH END UNIT ON EACH EACH. SO OKAY, WE CAN SCHEDULE THAT, SO THE PLANNING COMMISSION SAID WHY DON'T YOU PUT A CONDITIONAL OVERLAY THAT LIMITS IT TO ONE UNIT PER LOT. AND AS FAR AS I UNDERSTAND FROM THE PHONE CALL I RECEIVED FROM MR. PRESLEY TWO WEEKS AGO, HE DOESN'T WANT ANY RESTRICTIONS ON ANY TYPE OF ZONING. BECAUSE I BELIEVE HIS INTENT IS TO MAXIMIZE DEVELOPMENT.

SO THEN IF THE STAFF'S RECOMMENDATION FOR SF-3-NP GOES FORWARD, COULD THE APPLICANT PUT TWO DUPLEXES ON THE LOT?

THERE ARE TWO LOTS, AS I UNDERSTAND. THEY CAN BUILD -  
- THE WAY IT CURRENTLY SUBDIVIDED -- INTO TWO LOTS,  
EACH WITH A SINGLE DUPLEX FOR A TOLLING OF FOUR  
UNITS COULD BE BUILT ON THE PROPERTY, BUT NOTHING  
PRECLUDES THE PROPERTY OWNER FROM COMING BACK  
AND RESUBDIVIDING THE LAND TO CREATE ADDITIONAL

LOTS, AND IF THE LOTS WERE SIZED TO BE SMALLER, HE COULD BUILD ADDITIONAL DUPLEX DWELLING UNIT ON THE THE PROPERTY.

SO WHAT'S --

Kim: SO IF THEIR SUBDIVISION REQUEST IS GRANTED BY THE BOARD OF ADJUSTMENTS, WHAT'S THE MACK MUSLIM NUMBER OF DUPLEXES THAT COULD BE THERE?

THE REQUEST WOULD ACTUALLY GO BEFORE THE PLANNING COMMISSION, AND I CAN'T SAY PRECISELY THE NUMBER OF LOTS THAT COULD BE CREATED ON THE PROPERTY FOR THE SIMPLE REASON DEPENDING ON HOW HE SUBDIVIDED THE LOT. HE COULD PUT IN A SMALL STREET WITH A CUL-DE-SAC AT THE END AND MAYBE CREATE SOME LOTS OR HE COULD ACTUALLY FRONT EACH OF THE FRONTS ALONG THE STREET WHICH WOULD BE LESS OF A COST TO THAT PROPERTY OWNER. SO I COULDN'T SAY PRECISELY, BUT IT WOULD BE DEFINITELY MORE THAN THE TWO DUPLEXES THAT HE COULD BUILD TODAY.

Kim: SO IF THERE'S NO SUBDIVISION HE COULD PUT TWO DUPLEXES?

THAT'S CORRECT. HE COULD BUILD TWO DUPLEXES WITH THE CURRENT LOT CONFIGURATION. AND YOU COULD APPROVE THE SF-3 WITH A CONDITIONAL OVERLAY THAT WOULD LIMIT IT TO A TOTAL OF FOUR DWELLING UNITS FOR THIS PROPERTY, THAT HE WOULD ONLY BE ALLOWED THOAN HAVE ONE DUPLEX PER LOT, AND THAT'S SOMETHING THAT THE COUNCIL COULD CERTAINLY CONSIDER.

Kim: ALL RIGHT. THANK YOU.

JUST SO YOU KNOW, WE DID TRY TO CONTACT THE OWNER JUST NOW AND HIS LINE'S BUSY. IT SOUND LIKE IT'S STILL BUSY.

Mayor Wynn: COUNCILMEMBER LEFFINGWELL.

Leffingwell: MAYOR, SINCE THE APPLICANT ISN'T HERE APPEARED WE DON'T KNOW WHY HE ISN'T HERE, THERE MAY

BE A LEGITIMATE REASON, I WOULD MOVE THAT WE TABLE THIS ITEM TO THE 3:00 TIME CERTAIN AND LEAVE THE PUBLIC HEARING OPEN.

Mayor Wynn: AGREED. SO MOTION AND A SECOND ON THE TABLE TO TABLE THIS ITEM LATER THIS AFTERNOON, HOPEFULLY THE APPLICANT WILL BE HERE.

AND MAYOR, YOU WERE GOING TO RECESS, AS I UNDERSTAND, UNTIL 4:30?

Mayor Wynn: YES.

SO THAT 3:00 ITEM WOULD THEN COME UP AT 4:30?

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Mayor Wynn: RIGHT. FURTHER COMMENT ON THE MOTION TO TABLE? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE. OPPOSED? MOTION PASSES ON A VOTE OF SEVEN TO ZERO. THANK YOU. APOLOGIZE FOR THE INCONVENIENCE.

MAYOR, THAT WOULD CONCLUDE THE ITEMS THAT WICKED OFFER FOR COUNCIL CONSIDERATION AT THIS TIME.

Mayor Wynn: SO COUNCIL, REMIND ME, MS. GENTRY, WE APPROVED ITEMS 8, 9 AND 10 ON AN EARLIER VOTE AND WE POSTPONED ITEM 11 AND WE TABLED ITEM 12. SO COUNCIL, THAT'S ALL OF THE ITEMS THAT WERE POSTED -- NOTICED FOR 1:00 P.M., SO WITHOUT OBJECTION, WE WILL NOW GO INTO RECESS, AND SINCE WE ANTICIPATE A RELATIVELY SHORT CUSHION OF THE 3:00 O'CLOCK POSTED ZONING ITEMS, MY RECOMMENDATION WOULD BE FOR US NOT TO COME BACK FRANKLY UNTIL 4:30, HAVE THAT BRIEF DISCUSSION AND THEN GO RIGHT INTO THE DESIGN STANDARDS AT FIVE. SO WE ARE NOW IN RECESS. I ANTICIPATE US BEING BACK AT 4:30. THANK YOU VERY MUCH.

MAYOR WYNN: GUERNSEY.

NOW

NOW ?. NOW IS.....

MAYOR WYNN: THERE BEING A QUORUM PRESENT AT THIS TIME I'LL CALL BACK TO THE ORDER THE MEETING OF THE AUSTIN CITY COUNCIL. WE'VE BEEN IN RECESS FOR THE LAST COUPLE OF HOURS. IT IS NOW 4:37 AND WE'LL GO BACK TO OUR ZONING AGENDA. MR. GUERNSEY.

MAYOR WYNN: THANK YOU. THE FIRST ITEM I'LL BRING BACK IS ITEM NO. 7, IN THIS..... C14-06-0023, THE MARKS-4 PROPERTY. THIS IS THE SECOND READING FOR THE PROPERTY LOCATED AT 2301 RIVERSIDE DRIVE, FROM FAMILY RESIDENCE OR SF-3, DISTRICT ZONING, TO NEIGHBORHOOD COMMERCIAL MIXED USE, CONDITIONAL OVERLAY, PART LAMUCO COMBINING DESCRINGT ZONING AND TOWNHOUSE CONDOMINIUM RESIDENTS, CONDITIONAL OVERLAY OR SF-6-CO COMBINING DISTRICT ZONING. THIS IS READY FOR SECOND READING ONLY, AND WE CAN OFFER THIS AS A CONSENT ITEM.

MAYOR WYNN: QUESTIONS OF STAFF? MAYOR PRO TEM? IS IT OWNER OR AGENT?

MAYOR WYNN: YEAH, MR. JIM BENNETT HERE, REPRESENTING THE PROPERTY OWNER.

MAYOR WYNN: I HAVE A QUESTION. SINCE THIS IS ONLY THE SECOND READING PROBABLY DOESN'T MATTER, BUT MR. BENNETT I THINK ORIGINALLY THE OWNER WANTED LR ON ALL OF THE TRACT AND THEN THERE WAS A SUGGESTION IT BE LR AND LO. MY QUESTION TO YOU IS IF YOU CAN GET WITH THE OWNER TO FIND OUT WHAT THE SF-6 DOES -- WOULD DO TO ANY PLANS HE MIGHT HAVE WITH THE PROPERTY AND HOW WOULD HE DEAL WITH THAT IN CONSIDERING WHATEVER ENVIRONMENTAL ISSUES THERE ARE OR WHATEVER, SO IF YOU COULD COMMENT ON THAT OR FIND THAT OUT FOR US BEFORE THIRD READING I'D APPRECIATE IT.

MAYOR WYNN: MAYOR PRO TEM, I THINK I CAN ANSWER YOUR QUESTION NOW. IF THE BACK PORTION, THE BACK ONE QUARTER, MORE OR LESS IS ZONED LO OR OFFICE ZONING, IT WOULD ALLOW US TO MAKE A REASONABLE USE

IN THE OVERALL PLAN OF THAT PIECE OF PROPERTY IN THAT WE MAY BE ABLE TO BUILD SOME OFFICE BUILDING AND/OR PARKING ON THAT -- THAT SOUTHERN PORTION, AND I THINK IF THAT CAN OCCUR, THEN WE COULD HAVE A VIABLE PROJECT.

MAYOR WYNN: AND THE SF-6 HE DOESN'T THINK COULD WORK THERE?

MAYOR WYNN: NO, MA'AM. WHEN YOU LOOK AT THE DEMOGRAPHICS OF THE AREA WITH ALL THE APARTMENTS THAT YOU HAVE THERE, IT JUST DOESN'T SEEM TO BE A VIABLE USE TO PUT EITHER SINGLE-FAMILY OR CONDOS WITH THAT MANY UNITS OF APARTMENTS COMPLETELY SURROUNDING THE PROPERTIES, EXCEPT FOR THE COMMERCIAL PROPERTIES ACROSS THE STREET.

MAYOR WYNN: SO HE WOULD.

SO HE DOES THINK HE... YEEKD IT IF WE ZONE IT LO?

MAYOR WYNN: LO, YES, MA'AM.

OKAY. THANK YOU.

MAYOR WYNN: FURTHER QUESTIONS OF MR. BENNETT, COUNCIL OR STAFF? COUNCIL MEMBER MCCRACKEN?

MCCRACKEN: YEAH, I THINK WHAT THE APPLICANT HAS PROPOSED TO DO, NEIGHBORHOOD OFFICE ON THE BACK HALF IS A REASONABLE PROPOSAL BECAUSE WHAT IT IS IS THE -- THE FRONT HALF IS -- AS PEOPLE MAY RECALL WAS ZONED VERTICAL MIXED USE WHICH IS IN KEEPING WITH THE RIVERSIDE CORE TRANSIT QUARTER FOR MIXED USE, AND BY ZONING THE BACK HALF AS A NEIGHBORHOOD OFFICE IT WOULD MAKE IT ELIGIBLE FOR THE DMU OVERLAY. THE WHOLE THING COULD BE DONE AS VERTICAL MIXED USE OR IT COULD BE DONE AS OFFICE, BUT IT STRIKES ME AS A REASONABLE APPROACH ON THIS PROPERTY, PARTICULARLY BECAUSE THE FRONT HALF WOULD HAVE TO, IN FACT, BE MIXED USE. THIS WOULD INCREASE THE POSSIBILITY TO DO THAT. SO MAYOR, WHAT I MOVE ON THAT

-- I GUESS THIS IS THE.... THE ONLY ITEM OF CONSENT?

MAYOR WYNN: YEAH.

SO MOVE TO APPROVAL FOR AGENDA ITEM 7 TO CHANGE THE BACK HALF OF THAT DEVELOPMENT TO LO INSTEAD OF SF-6-CO, SECOND READING.

MAYOR WYNN: MOTION BY COUNCIL MEMBER MCCrackEN?

SECOND.

MAYOR WYNN: SECOND BY THE MAYOR PRO TEM TO APPROVE ON SECOND READING ONLY IN ADJUSTED ZONING NOW WITH LO ON THE BACK PORTION OF THE LOT AS DESCRIBED BY THE COUNCIL MEMBER. SECOND READING ONLY. FURTHER COMMENTS? HEARING NONE, ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

MAYOR WYNN: OPPOSED? MOTION PASSES ON A 7-0.

LET ME CONTINUE ON TO ITEM NO. 12. THIS WAS AN ITEM THAT YOU TABLED ERLT.....EARLIER MOMENTS BEFORE WE STARTED THE MEETING, COMING BACK TO RECESS. WE WERE ABLE TO CONTACT THE PROPERTY OWNER, AND HE HAS REQUESTED A POST PONY MENT TO YOUR.....POSTPONEMENT TO YOUR NEXT MEETING OF AUGUST 24 AND ASKED THAT I BE GRANTED A POSTPONEMENT IN ORDER TO BE ABLE TO MEET WITH THE NEIGHBORHOOD AGAIN. SO WE HAVE AN APPLICANT REQUEST FOR A POSTPONEMENT. I GUESS THIS FIRST REQUEST TO AUGUST 24, ON ITEM NO. 12, AND THIS IS CASE C 14-06-0065 FOR THE PROPERTY LOCATED AT 2923 AND 2933 PECAN SPRINGS.

MAYOR WYNN: THANK YOU, MR. GUERNSEY, AND CAN STAFF FIGURE OUT HOW TO GET WHO WOULD OF -- IS THIS STEPHANIE ZINN WHO IS THE NEIGHBORHOOD PRESIDENT?

GUERNSEY: WE'LL BE ABLE TO GET WHO WOULD OF HER



AND WE'LL TRY TO GET BOTH PARTIES TOGETHER.

MAYOR WYNN: SO ENTERTAIN A MOTION FOR ITEM NO. 12. MOTION BY COUNCIL MEMBER KIM, SECOND BY COUNCIL MEMBER LEFFINGWELL TO POSTPONE ITEM NO. 12 TO AUGUST 24, 2006. ALL IN FAVOR PLEASE SAY AYE.

AYE.

MAYOR WYNN: OPPOSED? MOTION PASSES ON A VOTE OF 7-0 0.

GUERNSEY LET ME CONTINUE ON. IS 06-0136 AT 1701 AND 1703 WINDOAK DRIVE. THIS IS A ZONING REQUEST FROM FAMILY MEMBERS FOR SF-3 DISTRICT ZONING TO TOWNHOUSE CONDOMINIUM RESIDENTS OR SF-6 ZONING. THE APPLICANT HAS REQUESTED POSTPONEMENT OF THIS ITEM FOR 8/24 TO FINALIZE SOME ISSUES THAT CAME UP AT THE PLANNING COMMISSION HEARING. SO THE APPLICANT REQUESTS TO POSTPONE ITEM NO. 13 TO 8-24.

MAYOR WYNN: AND THIS IS THE APPLICANT'S FIRST --

GUERNSEY THAT'S CORRECT.

MAYOR WYNN: AND JUST FOR YOUR INFORMATION, WE HAD A HANDFUL OF FOR EXAMPLE THAT SIGNED UP BUT NOT WISHING TO SPEAK IN OPPOSITION, SO MAKE SURE THEY'RE AWARE THAT THIS IS BEING POSTPONED. ACTUALLY, MARY OSGOOD DID WANT TO SPEAK, SIGNED UP IN NEUTRAL. IS MS. OSGOOD HERE? SO MOTION TO POSTPONE ITEM NO. 13. MOTION MADE BY COUNCIL MEMBER COLE. LEFFINGWELL, TO POSTPONE ITEM NO. 13... 13 TO AUGUST 24, 2006. ALL IN FAVOR PLEASE SAY AYE.

AYE.

MAYOR WYNN: OPPOSED? MOTION PASSES ON A VOTE OF 7-0.

GUERNSEY LET ME MOVE ON TO ITEM NO. 14, C14-06-0138 FOR THE PROPERTY LOCATED AT 4611 EAST RIVERSIDE DRIVE. THIS IS A REZONING REQUEST FROM GENERAL

OFFICE OR GO DISTRICT ZONING TO GENERAL OFFICE MIXED USE OR GOMU, COMBINING DISTRICT ZONING. THE PLANNING COMMISSION RECOMMENDATION WAS TO GRANT GENERAL OFFICE MIXED USE CONDITIONAL OVERLAY OR GOMUCO COMBINING DISTRICT ZONING. THIS IS READY FOR FIRST READING ONLY TODAY, AND I'D JUST LIKE TO POINT OUT THAT THE NEIGHBORHOOD AND THE APPLICANT HAVE AGREED TO A COVENANT, ALTHOUGH IT'S NOT EXECUTED, THEY PRESENTED TO STAFF A JOINTLY INITIALED DOCUMENT THAT IT WOULD COME BACK AND BE EXECUTED BEFORE THIRD READING BY BOTH PRIVATE PARTIES, THE APPLICANT AND THE NEIGHBORHOODS. I JUST WANTED YOU TO BE AWARE OF THAT. AND SO THIS CAN BE OFFERED BY CONSENT APPROVAL ON FIRST READING.

MAYOR WYNN: AND I'LL JUST NOTE THAT WE HAD TWO CITIZENS SIGNED UP NOT WISHING TO SPEAK IN OPPOSITION, BUT JANUARY LONG SIGNED UP WISHING TO.....JAN LONG SIGNED UP WISHING TO SPEAK IN OPPOSITION.

GUERNSEY I THINK THEY'RE IN AGREEMENT NOW.

MAYOR WYNN: WELCOME.

THAT'S RIGHT. I'M JAN LONG. WE ARE IN AGREEMENT NOW.

MAYOR WYNN: THANK YOU, MS. LONG. SO MR. GUERNSEY'S STAFF IS RECOMMENDING CONSENTED ON THE FIRST READING ONLY.

THAT'S RIGHT, A PLANNING COMMISSION RECOMMENDATION.

MAYOR WYNN: COUNCIL MEMBER COLE, SECONDED BY COUNCIL MEMBER MCCracken TO CLOSE THE PUBLIC HEARING AND APPROVE ITEM NO. 14 ON THE FIRST READING ONLY. FURTHER COMMENTS? HEARING NONE ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

MAYOR WYNN: OPPOSED? MOTION PASSES ON A VOTE OF 7-

0.

GUERNSEY MOVE ON TO ITEMS 15, 16, 17, 18 ARE RELATED ITEMS. ITEM NO. 15 IS THE PUBLIC HEARING REGARDING THE COMBINED EDWARD PLAN AREA AMENDMENT TO THE AUSTIN TOMORROW PLAN, ITEM NO. 16 IS C14-05--01111 FOR THE PARKER LANE NEIGHBORHOOD PLAN COMBINING DISTRICT, ASSOCIATED REZONING CASES FOR THAT NEIGHBORHOOD PLANNING AREA. ITEM NO. 17 IS C14-05-0111 THE RIVERSIDE AROUND PLANNING COMBINING DISTRICT AND THESE ARE REZONING CASES RELATED TO THAT. SAME PLAN AND ALSO ITEM NO. 18, CASE C14-05-0113 WHICH IS THE PLEASANT VALLEY. THESE ARE REZONING CASES RELATED TO THE SAME NEIGHBORHOOD PLAN. STAFF OFFERS A POSTPONEMENT TO 9-28. STAFF IS REQUESTING POSTPONEMENT BECAUSE WE HAVE A NOTIFICATION OF ERROR ERROR BY THE NEWSPAPER AND THAT'S WHERE WE'RE ASKING FOR POSTPONEMENT TO SEPTEMBER 28.

MAYOR WYNN: THANK YOU, MR. GUERNSEY. SO COUNSEL, WE HAVE A RECOMMENDATION FROM STAFF TO POSTPONE ITEMS 15, 16, 17 AND 18 TO SEPTEMBER 28, 2006. I'LL ENTERTAIN THAT MOTION. SO MOVED BY COUNCIL MEMBER MCCracken, SECONDED BY COUNCIL MEMBER MARTINEZ. POSTPONE THESE FOUR ITEMS TO SEPTEMBER 28, 2006. FURTHER COMMENTS? HEARING NONE ALL THOSE IN FAVOR PLEASE SAY AYE.

AYE.

MAYOR WYNN: AYE. OPPOSED? POSTPONE MENT PASSES 7-0.

GUERNSEY THAT CONCLUDES OUR ITEMS UNTIL THE 5:00 BRIEFING.

COUNCIL, SINCE WE HAVE -- THE STANDARD POSTED CERTAIN TO 5, WE'RE GOING TO NEED TO RECESS FOR THE NEXT 12 MINUTES. WE SHOULD BE BACK RIGHT AT 5:00 TO BEGIN OUR STANDARD DESIGN PRESENTATION. THANK YOU. PMENT PONY OS GOOD

GUERNSEY:

MAYOR WYNN: THERE BEING A QUORUM PRESENT I'LL CALL THIS MEETING BACK TO ORDER ORDER. WE'VE BEEN RECESSED FOR THE LAST 15 MINUTES. WE POSTED A, A BRIEFING ON THE COMMERCIAL DESIGN STANDARDS. I'D LIKE TO RECOGNIZE COUNCIL MEMBER BREWSTER MCCRACKEN.

MAYOR WYNN: WELL,..

WELL, FOR THE FOR EXAMPLE..... FOLKS WHO FORGOT, IT AROSE OUT OF THE COUNCIL ACTION TO ESTABLISH, AQUIFER IN THE TIME TIM TAYLOR SAID, YOU KNOW, PEOPLE HATE THE WAY THESE THINGS. WHY DON'T YOU DO SOMETHING ABOUT THAT? SO I SAID, FOOLISHLY, I'LL TAKE THAT ON. AND WE DISCOVERED ACTUALLY ABOUT OUR SECOND MEETING INTO THIS, TO EVERYBODY'S SURPRISE, THAT AUSTIN ACTUALLY HAD ACROSS THE BOARD URBAN DESIGN THE LOWEST STANDARDS IN OUR METRO AREA AND AMONG THE LOWEST IN THE STATE. WE ALL AGREE AUSTIN SHOULD NEVER BE IN THE LAST PLACE ON ANYTHING. SO WE EMBARKED ON THIS PROCESS AND WHAT WE HAVE EMERGED WITH, YOU'LL SEE THIS EVENING, IS ACTUALLY A VERY SIGNIFICANT IMPLEMENTATION OF ENVISION CENTRAL TEXAS, NEIGHBORHOOD LEADERS AND DEVELOPERS..... DEVELOP AND COMMUNITY REPRESENTATIVES FROM AFFORDABLE HOUSING GROUPS AND URBAN PLANNERS, EVERYBODY HAS REACHED AGREEMENT ON THIS. SO I THINK IT'S A GREAT TRIUMPH FOR OUR COMMUNITY THAT WE HAVE FOUND A WAY TO CREATE THE ENVISION CENTRAL TEXAS DENSITY IN A WAY THAT ALSO PROTECTS THE COMMUNITY VALUES, MAKES AUSTIN A NICER PLACE TO LIVE AND IS AN APPROACH THAT IS -- DEVELOPERS HAVE FOUND IS PROFITABLE AND THE NEIGHBORHOOD LEADERS HAVE HELPED CRAFT TO SAY WE CAN HAVE THE DENSITY AND WE CAN PROTECT WHAT WE LOVE ABOUT AUSTIN AT THE SAME TIME. , IN FACT, THE DENSITY CAN MAKE THE CITY A NICER PLACE TO LIVE. SO CONGRATULATIONS TO EVERYBODY. WE'RE VERY FORTUNATE TO HAVE AN OUTSTANDING LEADERSHIP IN THE PLANNING AND ZONING DEPARTMENT. WE'VE HAD OUTSTANDING WORK FROM GEORGE ADAMS. YOU'RE GOING TO HEAR FROM HIM IN A SECOND, JIM

ROBERTSON. HE'S OUR CITY'S NEW DESIGN OFFICER, SOME REALLY PERCEPTIVE THINGS CAME FROM JAN MACANN SO THEY'RE GOING TO DO THE TALKING THIS EVENING, BUT I THINK JUST TO PUT IT IN CONTEXT, THAT WE HAVE AN OUTSTANDING GROUP OF PLANNERS WITHIN THE CITY OF AUSTIN. WE ARE VERY FORTUNATE TO HAVE CLARY & ASSOCIATES FROM DENVER TO BRING NATIONAL CREDIBILITY AND EXPERTISE AND ABOVE ALL WE ARE FORTUNATE TO HAVE VERY COMMUNITY MINDED REPRESENTATIVES FROM AUSTIN LIKE AUSTIN NEIGHBORHOOD COUNCIL, LIVABLE CITY, REAL ESTATE COUNCIL AND IN THE -- COMMUNITY REPRESENTATIVES. SO CONGRATULATIONS, EVERYBODY, AND THANK YOU.

MAYOR WYNN: WELCOME, MR. ADAMS.

THANK YOU. MAYOR, COUNCIL MEMBERS, MY NAME IS GEORGE ADAMS. I'M WITH THE NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT, AND I'M HERE SIMPLY TO INTRODUCE CHRIS DIRK SON AND MAT GOBEL, WHO WE'VE BEEN VERY FORTUNATE TO WORK WITH ON THE DRAFTING OF THE DESIGN STANDARDS ORDINANCE. I THINK THEIR TEAM HAS -- HAS BROUGHT A HIGH LEVEL OF SKILL AND UNDERSTANDING OF THE ISSUES THAT WE'RE TRYING TO GET AT AND A REAL WILLINGNESS TO WORK WITH ALL PARTIES ON DEVELOPING AN ACCEPTABLE SOLUTION TO PROBLEMS. SO I WOULD JUST TURN IT OVER TO CHRIS AND LIKE TO THANK THEM FOR THEIR HARD WORK.

MAYOR.....WORK.

THANK YOU, GEORGE, MAYOR. GOOD TO BE HERE AGAIN AND SEE YOU-ALL. WE HAVE BEEN WORKING DILIGENTLY WITH THE TASK FORCE MEMBERS, COUNCIL MEN AND STAFF OVER THE LAST FEW MONTHS TUNING UP THIS REPORT. WHAT I WOULD LIKE TO DO IS JUST VERY BRIEFLY TALK ABOUT SOME OF THE KEY ISSUES THAT THE REPORT AND THE ORDINANCE WILL ADDRESS, AND THEN TURN IT OVER TO MY PARTNER, MAT GOBEL, WHO REALLY WITH THE STAFF HERE HAS PUT THE LABORING OAR IN THE WATER.

OKAY. KEY ISSUES THAT THIS DOCUMENT AND THESE REGULATIONS ARE GOING TO ADDRESS. THE

CONGRESSMAN.....THE COUNCILMAN HAS GIVEN YOU SOME OF THE HISTORY HERE. ONE THING THESE REGULATIONS ADDRESS IS A BASIC CONCERN THAT PEOPLE HAVE EXPRESSED HERE IN AUSTIN ABOUT SOME OF THE HISTORIC DEVELOPMENT PATTERNS AND DEVELOPMENT PATTERNS THAT ARE EMERGING ALONG YOUR MAJOR STREETS AND CORRIDORS. OFTEN, AS THIS PHOTO HERE ILLUSTRATES, THEY'RE AUTO DOMINATED. GOT LOUD SIGNAGE, SCREAMS AT YOU AS YOU DRIVE DOWN THE STREET.

YOU GOT A PROBLEM WITH THAT? KIDDING. [LAUGHTER]

AND LACK OF LANDSCAPING. THE -- ONE THING THAT IS VERY CONCERNING AND YOU CAN SEE THIS DAD WALKING WITH A KID AND I THINK OF THE STROLLS I USED TO TAKE WITH MY TWO BOYS WHEN THEY WERE THAT AGE. THIS IS TOO PREVALENT AS SEEN IN SOME CORRIDORS IN AUSTIN, NOT FRIENDLY. AND AUSTIN IS NOT THE ONLY PLACE IN THE COUNTRY THAT HAS THIS ISSUE AND HAS GRAPPLED WITH IT. BUT NOT VERY PEDESTRIAN FRIENDLY,, IN FACT, DARN DANGEROUS. NOW -- WHOOPS. THE GOOD NEWS IS PEOPLE IN AUSTIN CARE ABOUT THESE SORTS OF ISSUES, AND YOU'VE GOT A LOT OF GOOD PLACES AND SPACES THAT ARE GOOD MODELS THAT WE BASE THESE NEW STANDARDS ON. THIS IS OVER AT 2ND STREET WHERE YOU SEE THE THINGS THAT PEOPLE IN AUSTIN -- I'M SURE YOUR CONSTITUENTS TELL YOU -- THEY LIKE. IT'S PEDESTRIAN FRIENDLY. IT'S LIVELY. THERE'S TREES. IT'S SHADY. REALLY NICE ON A DAY LIKE TODAY. THANKS BREWSTER FOR BRINGING THIS DOWN HERE WHEN IT WAS A HUNDRED DEGREES. IN THE TRIANGLE AREA WHERE YOU HAVE SIDEWALKS AND MUTED SIGNAGE. NOTHING WRONG WITH SIGNS, WE HAVE TO HAVE SIGNS, BUT IT DOESN'T HAVE TO SCREAM AT YOU. AND YOU CAN SEE HERE IN THE TRIANGLE WHERE YOU HAVE MORE MUTED SIGNAGE AND A PEDESTRIAN FRIENDLY ATMOSPHERE. AND YOU'RE STARTING TO... TO SEE, SOME REAL MIXED USE DEVELOPMENT THAT WILL BE SUPPORTIVE OF TRANSIT, THAT WILL SUPPORT OF GOALS ENVISIONED EAST TEXAS IN THE, INCREASING SOME DENSITIES, PRESERVING OPEN SPACE IN THE OUTLYING AREAS, MORE COMPACT, BUT IT CAN BE ATTRACTIVE, AND THIS DEVELOPMENT, GUADALUPE 31 WHERE THE DEVELOPER, AS WE UNDERSTAND IT,

VOLUNTARILY COMPLIED WITH THE STANDARDS THAT YOU HAVE BEFORE YOU NOW. IT CAN BE DONE. YOU CAN GET THIS KIND OF QUALITY DEVELOPMENT, AND IT'S MEETING ALL OF THOSE GOALS THAT THE COUNCILMAN TALKED ABOUT. WELL, BEFORE WE GET INTO THE DETAILS, I WANT TO JUST STEP BACK AND LOOK AT THE BIG PICTURE HERE, BECAUSE YOU'RE DOING SOMETHING VERY IMPORTANT. IT'S VERY EXCITING. THE OVERALL APPROACH EMBODIED IN THESE REGULATIONS, USING STREET TYPES AS THE ORGANIZING PRINCIPLE, IS VERY INNOVATIVE, AND IT REALLY DOES PUT YOU AT THE CUTTING EDGE, AND IT MAKES A LOT OF SENSE, A LOT OF COMMON SENSE, BECAUSE STREETS ARE KEY FEATURES OF OUR CITY, AND THIS CITY IN PARTICULAR, THE CORRIDORS, TRANSIT CORRIDORS YOU DELINEATED, THE URBAN ROADWAYS, THE HILL COUNTRY LOAD WAYS. THEY HELP DEFINE OUR CITY, AND WE OFTEN DON'T PAY ENOUGH ATTENTION TO THEM AND WHAT HAPPENS HAPPENING. SO THE ORGANIZING PRINCIPLE I THINK HERE IS UNUSUAL AND YOU'RE GOING TO BE COPIED BY OTHER COMMUNITIES AROUND THE COUNTRY WITH THESE BASIC APPROACH. NOW, HAVING SAID THAT, I'M A FORMER COUNCILMAN MYSELF. I LIKE BEING ON THE CUTTING EDGE BUT I DIDN'T WANT TO... TO BE ON THE BLEEDING EDGE, AND THESE STANDARDS, THE SITE DEVELOPMENT AND DESIGN STANDARDS THAT ARE ACTUALLY EMBODIED HERE, THE CONNECT TIFT, THE SCREENING, THE LIGHTING, FRANKLY THIS IS PRETTY COMMON STUFF IN PROGRESSIVE COMMUNITIES THAT I THINK YOU WOULD IDENTIFY WITH, LIKE THE PORTLANDS, LIKE THE FORT COLLINS, COLORADO, LIKE THE SANTA FE, NEW MEXICOS. IT'S PRETTY COMMON STUFF, SO YOU'RE NOT GOING TO BE OUT THERE TOO FAR ON THE EDGE ON SOME.....MOST OF THESE STANDARDS. THERE ARE SOME INNOVATIVE ONES. I LIKE IN PARTICULAR THE WORK THAT THE TASK FORCE AND OTHERS DID ON THE BUILDING DESIGN USING MENUS, SO YOU'RE NOT RAMMING THINGS DOWN THE DEVELOPERS' THROATS. YOU'RE GIVING THEM A MENU OF OPTIONS AND THEN YOU'VE PUT IN PLACE SOME, I THINK, VERY INNOVATIVE ASPECTS OF THAT, THE SUSTAINABLE ROOFS. YOU GET POINTS FOR SUSTAINABLE ROOFS, FOR GREEN BUILDING DESIGN, BUT YOU STILL DO IT IN A FLEXIBLE WAY. THE OTHER THING I.. I THINK YOU'RE

GOING TO BE NOTED FOR AROUND THE COUNTRY, THIS IS A  
HIGHLY ILLUSTRATED DOCUMENT. IT'S -- YOU KNOW, I'M A  
LAWYER, SO IT MATTERS. WE'RE PLANNERS AS WELL BUT MOST  
LAWYERS HAVE A SORT OF MONDAY  
TRA.....MANTRE, REASHOULDN'T MAKE THESE  
DOCUMENTS TOO SPG INTERESTING, BECAUSE THAT'S  
WHAT THEY TEACH YOU IN LAW SCHOOL, BUT HERE WE  
TAKE IT TO HEART FROM BREWSTER AND THE TASK FORCE  
TO MAKE IT READABLE, AND HIGHLY ILLUSTRATED AND THE  
PHOTOGRAPHS REALLY TELL THE STORY OF SOME OF THE  
TASK. SO THAT'S AN IMPORTANT STEP FORWARD AND I  
THINK IT'S A MODEL FOR SOME OF THE OTHER THINGS YOU  
MIGHT WANT TO THINK ABOUT IN THE FUTURE WHEN YOU'RE  
LOOKING AT YOUR LAND USE CODES. WITH....WITH REGARD  
TO MIXED USE, THE OTHER BIG TOPIC HERE, YOU'RE DOING  
SOME INNOVATIVE THINGS WITH REGARD TO THE VERTICAL  
MIXED USE BUILDINGS, THE OPT IN AND OPT OUT  
PROVISIONS, WHICH I THINK THERE'S GOING TO BE MORE  
DISCUSSION OF OF, THE AFFORDABLE REQUIREMENTS, IN  
MIXED USE IS VERY INNOVATIVE, BUT AGAIN, BY AND LARGE  
WHAT'S BEING PUT FORWARD HERE WITH REGARD TO  
CREATING INCENTIVES FOR MIXED USE DEVELOPMENT, IT'S  
NOT ANYTHING THAT IS UNUSUAL WHEN IT COMES TO  
PROGRESSIVE COMMUNITIES. SO WHAT I'M SAYING IS I  
THINK THESE STANDARDS ARE GOING TO BRING YOU UP  
WITH SOME OF THE PEOPLE IN OTHER COMMUNITIES,  
COMMUNITIES YOU IDENTIFIED WITH, THE PORTLANDS, THE  
FORT COLLINSES, SOME OF THE PROGRESSIVE  
COMMUNITIES IN CALIFORNIA, WITH GOOD LAND USE  
PLANNING, PROMOTING THE MIXED USE COMPACT  
DEVELOPMENT BUT DOING IT IN A WAY THAT'S COMPATIBLE  
WITH THE NEIGHBORHOODS AND IS ATTRACTIVE. I'M GOING  
TO TURN IT OVER TO MATT GOBEL NOW AND HE'LL TALK  
ABOUT THE DETAILS OF THE PROJECT AND SOME OF THE --  
AND HIGHLIGHT SOME OF THE MAJOR ISSUES. MATT?

THANKS, CHRIS. COUNCIL, IT'S A PLEASURE TO BE HERE,  
PLEASURE TO BE BACK IN FRONT OF YOU. THIS HAS BEEN A  
VERY FUN PROJECT TO WORK ON. AS AN AUSTIN.....  
AUSTINITE MYSELF I CAN SAY IT'S FUN TO SEE THE CITY  
COME TOGETHER AND ALL DIFFERENT PARTIES OF THE  
COMMUNITY THAT HAVE BEEN THINKING THROUGH GOOD



IDEAS AND GOOD PRINCIPLES ABOUT HOW SMART GROWTH SHOULD REALLY HAPPEN AND HAPPEN ON THE GROUND IN AUSTIN. SO IT'S FUN TO WORK ON AND WE'RE PLEASED TO BE HERE. AS COUNCIL MEMBER MCCRACKEN SAID, THERE'S A HISTORY HERE. IT'S BEEN QUITE A WHILE COMING. BACK IN 2004 THE CITY COUNCIL DIRECTED THE CITY MANAGER TO LOOK AT COMMERCIAL DESIGN STANDARDS. SINCE THEN THERE'S BEEN A LOT OF STEPS YOU'VE GONE THROUGH. THE TASK FORCE MET REGULARLY. IT'S BROAD BASED AND I'LL TALK ABOUT THAT IN A MINUTE MENT THEY'VE BEEN MEETING FOR SEVERAL YEARS TO THINK NOT THROUGH JUST THE GENERAL PRINCIPLES BUT THE SPECIFIC NITTY-GRITTY DETAILS OF HOW THESE RULES WILL APPLY ON THE GROUND. WE CAME ON... ON BOARD LATE IN THE PROCESS, TO HELP IMPLEMENT WHAT THE TASK FORCE HAD DONE, TO TAKE THE IDEAS AND TURN THEM INTO LEGALLY ENFORCEABLE LANGUAGE THAT COULD BE INTEGRATED INTO YOUR CODE. WE HAVE BEEN HARD AT WORK AT THAT FOR SEVERAL MONTHS AND WE ACTUALLY DID ATTESTING WORKSHOP THAT I WANTED TO EMPHASIZE IN MAY OF 2006 WHERE WE SAT DOWN WITH DEVELOPERS AND REALTORS AND ENGINEERS AND WE LOOKED AT SOME HYPOTHETICAL SITE PLANS, ACTUAL PROJECTS IN AUSTIN THAT HAD ALREADY GONE THROUGH THE SYSTEM. WE APPLIED THESE NEW RULES TO THOSE PROJECTS TO SEE HOW THEY WOULD WORK. SO WE'VE DONE SOME ON THE GROUND TESTING OF THE DRAFT STANDARDS TO MAKE SURE THAT THEY'RE FEASIBLE AND THEN WE'VE ALSO BEEN DOING DIFFERENT PRESENTATIONS TO THE BOARDS AND COMMISSIONS IN PREPARATION FOR THE MEETING WITH YOU TONIGHT. I WANTED TO HIGHLIGHT BRIEFLY THE TASK FORCE MEMBERS, COUNCIL MEMBER MCCRACKEN HAS BEEN WORKING HARD TO KEEP THIS BIG GROUP CORRALLED OVER THE LAST COUPLE YEARS AND IT'S AN INTERESTING GROUP AND IT'S BEEN FUN FOR WORK WITH THEM. YOU SEE REPRESENTATION FROM THE AUSTIN NEIGHBORHOODS COUNCIL, FROM THE PLANNING COMMISSIONERS, FROM LOCAL LAW FIRMS THAT REPRESENT DEVELOPMENT INTERESTS, DEVELOPERS THEMSELVES, FOLKS FROM THE QUICK SERVICE INDUSTRY. EVERYBODY HAS BEEN AT THE TABLE AND HAS REALLY COME AT THIS WITH A CONSTRUCTIVE...IVE ATTITUDE. IT'S BEEN A STAKEHOLDERS

GRIEWM. SOME OF THEM HAVE BEEN HEAVILY INVOLVED AND HAVE BEEN AT EVERY MEETING. SOME OF THEM HAVE ONLY DROPPED IN AT KEY POINTS WHEN THEY'RE ISSUES HAVE COME UP, BUT OTHERWISE IT'S BEEN A BROAD BASED GROUP. THEY HAVE DONE THE HEAVY LIFTING. WE'VE JUST COME IN AND IMPLEMENT THEIR IDEAS IN A LEGALLY ENFORCEABLE WAY. I WANTED TO HIGHLIGHT FOR YOU JUST A FEW KEY OF... OF THE KEY THINGS THAT THEY'VE BEEN FOCUSING ON IN THEIR MEETINGS AND THEN I'LL TALK WITH YOU MORE ABOUT THESE DURING THE DESCRIPTIONS OF THE STANDARDS THEMSELVES. A LOT OF DISCUSSION OF PAD BUILDINGS, DRIVE IN AND DRIVE THROUGH USES. WE HAD FOLKS FROM THE QUICK SERVICE THAT WERE AT THE TABLE IN THE TASK FORCE MEETINGS WANTING TO MAKE SURE THAT THE LOCALLY OWNED FRANCHISES, FOR EXAMPLE, WERE ABLE TO CONTINUE TO THRIVE AND RENOVATE AND REHABILITATE THEIR BUSINESSES AND GROW IN A WAY THAT WAS AESTHETICALLY PLEASING, CONSISTENT WITH THE STANDARDS BUT NOT SO ONEROUS THAT THEY WOULD NEVER WANT TO INVEST IN THEIR PROPERTY. HOW DO YOU THINK ABOUT THE UTILITIES? WE'VE HAD SEVERAL CONVERSATIONS WITH AUSTIN ENERGY TO MAKE SURE THAT THESE STANDARDS, FOR EXAMPLE, OVERHEAD UTILITY LINES ARE COMPATIBLE WITH THE SIDEWALK STANDARDS THAT WE'VE DRAFTED. THINKING ABOUT ENVIRONMENTAL ISSUES. WE'VE HAD CLRVETION CONVERSATIONS ABOUT THE FOLKS IN WATERSHED PROTECTION REVIEW, THINGS LIKE TREES AND IMPERVIOUS COVER ARE ADDRESSED HERE IN A WAY THAT'S CONSISTENT WITH THE AUSTIN CODE. SMALL BUSINESS ISSUES HAVE BEEN AT THE FOREFRONT OF A LOT OF CONVERSATIONS, HOW DO YOU MAKE SURE THAT THE STANDARDS ARE FAIR AND EQUITABLE FOR SMALL BUSINESS OWNERS AND SMALL LOTS AND WE'LL TALK ABOUT SOME OF THOSE. THERE'S A WHOLE HANDFUL OF ISSUES THAT ADDRESS SMALL BUSINESSES THAT WE'LL TALK ABOUT. VERTICAL MIXED USE BUILDINGS HAVE GOTTEN A LOT OF DISCUSSION BY THE TASK FORCE. IT'S AN INTERESTING PROJECT BECAUSE YOU'RE REALLY TRYING TO TIE THESE AFFORDABILITY REQUIREMENTS TO THE PROVISION OF VERTICAL MIXED USE STRUCTURES, HOW DO YOU DO THAT, WHAT ARE THE DETAILS? THAT'S BEEN THE

SUBJECT OF A LOT OF CONVERSATION, AND OF COURSE THE OPT IN OPT OUT PROCESS WHICH ALLOWS CUSTOMIZATION OF THOSE RULES HAVE BEEN A LOT OF DISCUSSION AS WELL. I WANTED TO HIGHLIGHT THOSE TO GIVE YOU A SENSE OF WHERE THE TASK FORCE HAS BEEN SPENDING A LOT OF THIER TIME RECENTLY. I'M GOING TO MOVE FORWARD MUCH MORE QUICKLY AND HIT THE HIGH POINTS OF THE STANDARDS. THE OVERALL ORDINANCE IS ABOUT -- IT'S FIVE ARTICLES LONG. THESE ARE THE FIVE ARTICLES LISTED UP HERE. WE'VE GOT SOME INTRODUCTORY MATERIAL THAT EXPLAINS HOW TO USE IT, GENERAL PROVISIONS, RULES FOR DEVELOPING THE SITE, RULES FOR DESIGNING BUILDINGS, THEJ THE MIXED USE MATERIALS AND FINALLY DEFINITIONS. I'LL TALK ABOUT THE FIRST FOUR OF THOSE AS SUCCINCTLY AS I CAN. FIRST OF ALL, APPLICABILITY. THESE REALLY IMPORTANT. THIS IS RIGHT UP AT THE FRONT OF THE ORDINANCE AND THIS IS A KEY TO UNDERSTANDING HOW THE ORDINANCE WORKS. YOU CAN'T JUST HOLD UP THIS ORDINANCE AND SAY THIS IS THE ONE SIMPLE RULE FOR WHERE THESE STANDARDS APPLY. YOU HAVE TO THINK ABOUT YOUR SPECIFIC SITE. YOU HAVE TO THINK ABOUT THE TYPE OF ROADWAY THAT'S ADJACENT TO YOUR SITE AND THE TYPE OF DEVELOPMENT THAT YOU'RE CONTEMPLATING TO THINK THROUGH WHICH OF THESE STANDARDS WILL APPLY. THERE'S A LOT OF DIFFERENT TYPES OF ISSUES THAT ARE ADDRESSED HERE SO YOU HAVE TO THINK THROUGH WHAT TYPE OF STANDARDS MIGHT APPLY TO YOUR PROJECT. THERE IS A TABLE ON PAGE 2 AND 3 OF THE DOCUMENT THAT SUMMARIZES ALL THE APPLICABILITY RULES FOR ALL THE DIFFERENT TYPES OF PROJECTS. WHAT I WANT TO STRESS FIRST, THOUGH, IS THAT THE ROADWAY IS KEY. THIS DOCUMENT IS PREDICATED ON THE IDEA THAT THE LEVEL OF INTENSITY OF YOUR PROJECT SHOULD BE CALIBRATED TO THE TYPE OF ROAD THAT YOU'RE ON. HEAVIER ROADS, ROADS WITH MORE TRAFFIC, YOUR LAMARS, YOUR ANDERSON LANES, YOUR SOUTH CONGRESS, THOSE ARE HEAVIER ROADS THAT CAN SUPPORT -- THEY'VE GOT A BIGGER POPULATION DENSITY AROUND THEM THAT CAN SUPPORT MORE INTENSIVE DEVELOPMENT. WE CALL THEM CORE TRANSIT CORRIDORS IN THIS DOCUMENT. THIS IS AN EXAMPLE OF ONE THAT'S AT SOUTH CONGRESS WITH ALL THE GREAT

SHOPS DOWN THERE. THIS IS AN EXAMPLE OF AN AREA WHERE YOU'VE GOT SUFFICIENT POPULATION DENSITIES TO SUPPORT TRANSIT. IF YOU'VE GOT THE TRANSIT INFRASTRUCTURE. THIS IS WHERE YOU WANT TO ENCOURAGE MORE DENSE DEVELOPMENT AND MORE -- INCREASINGLY MORE PEDESTRIAN ACTIVITY. SO WHAT THIS ORDINANCE DOES IS IT TRIES TO DIRECT AND FOCUS MORE INTENSE ACTIVITY TO THESE CORE TRANSIT CORRIDORS. ON THIS SLIDE IS A LIST OF THE CORE TRANSIT CORRIDORS. THERE'S 16 OF THEM, AND THERE'S A MIXED BAG HERE. THEY'RE ALL A LITTLE BIT DIFFERENT IN CHARACTER. I DON'T THINK ANYONE WOULD SAY THAT RIVERSIDE IS EXACTLY THE SAME AS LAMAR, FOR EXAMPLE, BUT THAT'S NOT THE INTENT OF THIS ORDINANCE. THE INTENT OF THE ORDINANCE IS NOT TO SAY THAT ALL DEVELOPMENT MUST LOOK EXACTLY THE SAME ON THESE CORE TRANSIT CORRIDORS. IT'S TO ESTABLISH SOME GENERAL PRINCIPLES THAT WILL APPLY TO ALL OF THESE CORRIDORS. FOR EXAMPLE, YOU NEED TO MAKE THEM MORE PEDESTRIAN FRIENDLY BY SAYING YOU HAVE BIG SIDEWALKS AND BY BUILDING [INDISCERNIBLE]. IN TOTAL I THINK THIS WAS ABOUT 44 MILES, IS THAT RIGHT, BREWSTER, ON THE CORE TRANSIT CORRIDORS? SO THE TASK FORCE IN THE CITY BY DESIGNATING THESE OUT OF IDENTIFIED AREAS WHERE MORE DENSITY IS PROAPTD IN THE CITY. YOU'VE ACTUALLY DONE A LOT OF PLANNING THROUGH DEVELOPING THIS ORDINANCE. YOU'VE THOUGHT THROUGH WHERE MORE DENSITY IS APPROPRIATE AND YOU'VE COME UP WITH STANDARDS TO GUIDE THAT DENSITY. BUT CORE TRANSIT CORRIDORS ARE NOT THE ONLY PART OF THE STEART STORY. THERE ARE FIVE DIFFERENT ROADWAY TYPES. THESE ARE THE BIG GUYS IN TERMS OF THE ROADS IN AUSTIN, THE CORE TRANSIT CORRIDORS, BUT YOU ALSO HAVE OTHER ROAD TYPES. FOR EXAMPLE, IN JEFFERSON CENTER THERE ON THE LEFT YOU'VE GOT WHAT WE CALL INTERNAL CIRCULATION ROUTES. THIS MIGHT BE AN INTERNAL ROAD INSIDE THE TRIANGLE. YOU'VE GOT HIGHWAYS, I-35, HILL COUNTRY ROADWAYS, 2222, SOUTHWEST PARKWAY. THOSE ARE THREE TYPES OF ROADS THERE. YOU'VE ALSO GOT WHAT WE'RE CALLING URBAN ROADWAYS AND SUBURBAN ROADWAYS. IF YOU'VE R IEWFER NOT A CORE TRANSIT OR A HIGHWAY

OR A HILL COUNTRY HIGHWAY, YOU'RE EITHER A URBAN ROADWAY OR A SUBURBAN ROADWAY. YOU'RE SIMPLY URBAN IF YOU'RE INSIDE THE CIRCLE AND SUBURBAN IF YOU'RE OUTSIDE. SO THOSE THE FIVE TYPES OF ROADS, WE'VE THEM CALIBRATED TO DIFFERENT TYPES OF ROADS. YOU AS A PROPERTY OWNER WOULD NEED TO THINK THROUGH WHAT THE PRINCIPAL STREET IS ADJACENT TO YOUR PROPERTY. IS IT A CORE CORRIDOR, IS IT HIGHWAY? ONCE YOU KNOW THAT THEN YOU WOULD KNOW WHICH RULES APPLY. IT'S REALLY PRETTY STRAIGHTFORWARD. JUST TO FINISH OFF KIND OF THE OVERALL FRAMEWORK FOR THE ORDINANCE, IN ADDITION TO ESTABLISHING THE DIFFERENT ROADWAY TYPES, WE CLARIFY WHAT THE ORDINANCE APPLIES TO. SO IF I'M ON A CORE TRANSIT CORRIDOR AND I'M PROPOSING SOME DEVELOPMENT, THE ORDINANCE TELLS ME THAT -- THE ORDINANCE IS GOING TO APPLY TO NEW CONSTRUCTION ON MY PROPERTY. IT'S ALSO GOING TO APPLY TO REDEVELOPMENT AND MAJOR REHABILITATION, AND NEW CONSTRUCTION IS STRAIGHTFORWARD. REDEVELOPMENT AND REHABILITATION IS SOMETHING WHERE YOU CAN SET A THRESHOLD AS A POLICY MATTER, WHERE DO YOU WANT TO DRAW THAT LINE, HOW FAR DO YOU WANT TO CAST THAT NET IN TERMS OF WHICH PROJECTS TO BRING? WE'VE ACTUALLY SET A FAIRLY HIGH THRESHOLD, SO THE ORDINANCE RIGHT NOW SAYS THAT IF YOU ARE A SITE OF ONE ACRE OR LESS, YOU HAVE TO BE REDEVELOPING IN A WAY THAT'S GOING TO ADD A THOUSAND MORE -- A THOUSAND PLUS VEHICLE TRIPS TO THAT SITE DAILY IN ORDER TO HAVE THIS ORDINANCE KICK IN. IT'S ACTUALLY A VERY HIGH THRESHOLD FOR REDEVELOPMENT STANDARD. WHAT THAT MEANS IS THAT AS A SMALL PROPERTY -- AS A SMALL BUSINESS OWNER, I CAN MAKE IMPROVEMENTS TO MY PROPERTY, I CAN REDEVELOP MY SITE, AND I'M PROBABLY GOING TO BE ABLE TO KEEP DOING EXACTLY WHAT I'M DOING AND MY SITE IS NOT GOING TO HAVE TO COMPLY WITH THESE STANDARDS. IT'S ONLY WHEN YOU TALK ABOUT A MAJOR REHABILITATION, MAYBE A SMALL LOCKSMITH IS BEING EXPANDED INTO A LARGE RESTAURANT, THAT -- WITH HIGH TRAFFIC WHERE YOU'D REALLY HAVE TO START KICKING IN WITH THESE NEW STANDARDS. SO WE'VE GOT THAT REDEVELOPMENT,

REHABILITATION THRESHOLD IN THERE AND THAT'S ONE OF THE THINGS THAT THE TASK FORCE HAS DONE TO ADDRESS THE ISSUES WITH SMALL BUSINESS OWNERS. THEY'VE MADE THAT THRESHOLD HIGH. ON THE REVIEW PROCESS, VERY SIMPLE, SOME OF THESE STANDARDS ARE GOING TO APPLY AT THE SITE DESIGN STAGE, SOME APPLY AT THE BUILDING DESIGN STAGE. WE'LL BE WORKING WITH THE STAFF TO MAKE SURE THAT GETS INTEGRATED INTO THEIR REGULAR PRACTICE. COUPLE OF OTHER THINGS ON THE SLIDE THAT ARE VERY IMPORTANT, AND THEY'RE INTENDED TO HELP GREASE THE WHEELS AND HELP TO ENSURE A CLEAN IMPLEMENTATION OF THIS ORDINANCE. WE'VE GOT MINOR MODIFICATION, AND YOU HAVE A LITTLE BIT OF THIS IN YOUR EXISTING CODE. THIS SAYS THAT THE CITY PLANNING DEPARTMENT CAN APPROVE MINOR MODIFICATIONS FROM NUMERIC STANDARDS IN THE CODE IF YOU HAVE AN UNUSUAL SITE. MAYBE IT'S A PHYSICALLY CONSTRAINED SITE OR THERE'S SOMETHING UNUSUAL THERE THAT MAYBE YOU CAN'T PROVIDE ALL 20 OF YOUR PARKING SPACES. YOU CAN JUST PROVIDE 19. THAT'S THE TYPE OF THING THAT YOU CAN APPROVE IN THE MINOR MODIFICATION PROCESS. WE ALSO HAVE WHAT'S CALLED ALTERNATIVE EQUIVALENT COMPLIANCE. THIS IS BASICALLY SAYING THAT YOU CAN COME IN AND SAY I'VE GOT A BETTER WAY OF MEETING THE INTENT OF THE ORDINANCE. I'VE GOT A BETTER WAY OF DOING WHAT YOU'RE TRYING TO DO, AND IF YOU WANT TO SAY, I DON'T WANT TO COMPLY WITH YOUR BUILDING DESIGN STANDARDS, I'VE GOT A BETTER WAY, THERE'S A PROCESS IN PLACE THAT LETS YOU DO THAT. WE'VE ALREADY GOT FLEXIBILITY IN OTHER PARTS OF THE ORDINANCE SO HOPEFULLY THAT WON'T BE USED OFTEN BUT IT IS THERE AND IT'S A GOOD RELIEF VALVE. ALL RIGHT. THAT'S A LOT OF THE BACKGROUND FRAMEWORK. NOW I'LL TALK ABOUT SOME OF THE MEAT OF THE ORDINANCE AND A LOT OF IT IS IN SITE DEVELOPMENT STANDARDS, HOW YOU DO YOU..... DEVELOP THE SITE, HOW YOU DEVELOP THE SIDEWALK AND WHERE YOU POSITION THE BUILDING. SECTION 2.2.2, I'VE GOT SOME CROSS-REFERENCES IN THE HEADINGS IF YOU.... YOU WANT TO FOLLOW ALONG IN THE ORDINANCE, REFERS TO CORE TRANSIT CORRIDORS, AND THIS IS A LOT OF THE MEAT OF THE ORDINANCE. THIS IS SAYING WHAT THE SIDEWALKS AND WHERE THE BUILDINGS

HAVE TO BE LOCATED ARE FOR THOSE CORE TRANSIT CORRIDORS, LIKE SOUTH FIRST OR SOUTH CONGRESS OR ANDERSON. THE THINKING HERE IS PRETTY SIMPLE. YOU NEED A SIDEWALK. YOU NEED A GOOD SIDEWALK IN PLACE ON CORE TRANSIT CORRIDORS TO ENCOURAGE PEDESTRIAN ACTIVITY, BUT DIFFERENT THINGS HAPPEN ON SIDEWALKS. SOMETIMES YOU MIGHT WANT TO HAVE A SIDEWALK CAFE THERE. YOU MIGHT WANT TO HAVE PEOPLE SITTING DOWN AND USING FOR AN EXTENDED PERIOD OF TIME. WALKS YOU MIGHT WANT TO HAVE UNOBSTRUCTED. SOMETIMES YOU NEED TO USE IT FOR A UTILITY BOX OR A STREETLIGHT OR A TREE. WE HAVE DECIDED DIVIDED THE SIDEWALK INTO TWO DIFFERENT ZONES. THERE'S A CLEAR ZONE, WHICH IS UNOBSTRUCTED FOR PEDESTRIANS AND THERE'S A STREET TREE FURNITURE ZONE, WHERE YOU PLACE THE -- THE TREES OR THE CHAIRS. IF YOU SEE THE ILLUSTRATION ON THE LEFT, THAT'S A GOOD EXAMPLE OF A COMMUNITY USING STREET FURNITURE, WITH THE CHAIRS AND THE BUS STOP AND THE INFORMATION KIOSK. ON THE RIGHT YOU SEE THAT CLEAR ZONE THERE, UNOBSTRUCTED PEDESTRIAN TRAFFIC. WHAT WE'VE DONE ON THE CORE TRANSIT CORRIDORS IS REQUIRE BOTH ELEMENTS. THIS IS A VERY SIMPLE ILLUSTRATION OF WHAT'S REQUIRED. 8 FEET FOR THE STREET TREES AND FURNITURE ZONE AND 7 FEET FOR THE CLEAR ZONE. PRETTY STRAIGHTFORWARD. YOU CAN ALSO, IF YOU WANT, ADD A SUPPLEMENTAL ZONE. A SUPPLEMENTAL ZONE LETS YOU PUSH THE BUILDING BACK EVEN FURTHER, LETS YOU AUGMENT YOUR SIDEWALK TO DO A SIDEWALK CAFE OR TO DO SOME TYPE OF SMALL LITTLE SALES STAND OR SOMETHING. YOU CAN GO UP TO 20 TO 30 FEET, AND WE'VE GOT STANDARDS TO GUIDE THAT IN THE ORDINANCE. YOU CAN AUGMENT YOUR SIDEWALK WITH A SUPPLEMENTAL ZONE. SO WE'RE NOT SAYING YOU'VE GOT TO HAVE ONE UNIFORM SIDEWALK IN PLACE OF 15 FEET ON ALL THESE ROADS. YOU CAN AUGMENT IT WITH THE SUPPLEMENTAL ZONES. THESE ARE ALL MINIMUMS. YOU CAN COME IN AND BUILDING A LARGER SIDEWALK IF YOU WANT TO. THE 15 FEET IS A MINIMUM. [. [ONE MOMENT PLEASE FOR CHANGE IN CAPTIONERS.]

SO THAT'S THE SIDEWALK. ANOTHER KEY PART OF THE TRANSIT CORRIDOR IS WHERE DO YOU PUT THE BUILDING.

THIS IS ANOTHER PART OF THE VISION. YOU'VE GOT TO BRING THAT BUILDING UP. WHAT THIS ORDINANCE SAYS IS 75% OF THE NET FRONTAGE LENGTH OF THE SITE MUST CONSIST OF CONTINUOUS BUILDING FACADE. AND CAN YOU SEE ON THE TOP WE'VE GOT THE BUILDING COMPLYING WITH THAT REQUIREMENT ALL IN ONE SPOT. IN THE BUILDING YOU'VE GOT THE BUILDING APPLYING WITH THE REQUIREMENT EVEN THOUGH IT'S GOT A CUT-IN IN THE MIDDLE, SO IT'S BROKEN ITS REQUIREMENT IN HALF. THE KEY PART HERE ON TRANSIT CORRIDORS IS YOU HAVE TO GO UP. YOU CAN'T BE PARKING IN FRONT OF THE BUILDING. WE'RE TRYING TO GET AWAY FROM THE PATTERN OF PARKING IN FRONT OF THE BIG BOX STORE. IT'S REQUIRING THE BUILDING TO BE BROUGHT UP. THOSE ARE THE GENERAL RULES. I WANTED TO RUN THROUGH A FEW OF THE EXCEPTIONS FOR YOU BECAUSE THE TASKFORCE CAME TO AGREEMENT PRETTY EARLY ON ON THE GENERAL RULES, BUT THERE WAS A LOT OF THINKING AND DISCUSSION ABOUT WHAT THE EXCEPTIONS MIGHT BE TO THESE RULES. AND I WANTED TO SHOW YOU SOME EXAMPLES. IF YOU'RE A BIG SITE, IF YOU'VE GOT FIVE ACRES OR MORE, THEN A LATER SECTION OF THIS ORDINANCE REQUIRES YOU TO DIVIDE YOUR SITE INTO INTERNAL BLOCKS AND THOSE BLOCKS ARE SUBDIVIDED BY WHAT'S CALLED AN INTERNAL CIRCULATION ROUTE IF YOUR PRINCIPAL STREET IS OVER ON THE LEFT, AND MY LASER DOESN'T WORK ON THE SCREEN UP THERE, BUT IF YOU'RE ON THE FAR LEFT FRONTS YOUR SITE FROM YOUR CORRIDOR, YOU DON'T HAVE TO BRING THE BUILDINGS UP TO THE CORE TRANSIT CORRIDOR. YOU CAN HAVE THE PEDESTRIAN ENVIRONMENT INTERNALLY ON THE SITE AT THAT INTERNAL CIRCULATION ROUTE. THIS IS ONE ALTERNATIVE TO THE GENERAL BUILDING PLACEMENT RULES. PAD SITE BUILDINGS, RESTAURANTS. A DRIVE-IN RESTAURANT, FOR EXAMPLE, IS ANOTHER EXAMPLE WHERE THE TASKFORCE THOUGHT IT WAS IMPORTANT TO CREATE AN EXCEPTION TO THOSE BUILDING PLACEMENT RULES. WHAT THIS PHOTOGRAPH SHOWS IS THE PRINCIPAL STREET IS OTHER ON THE LEFT. THAT MIGHT BE ALARM OR A RIVERSIDE. WHAT THIS SAYS IS YOU'VE ONLY GOT ONE CURB CUT TO YOUR SITE AND YOU'RE A PAD SITE RESTAURANT WITH A DRIVE-IN, YOU CAN PUT A CIRCULATION LANE IN FRONT OF YOUR



BUILDING INSTEAD OF COMPLYING WITH THE BUILDING LOCATION REQUIREMENTS. WE'RE TRYING NOT TO BE TOO ONEROUS ON THE SMALL BUSINESSES. THAT'S ALL THE CORE TRANSIT CORRIDORS. I'M NOT GOING TO TALK MUCH ABOUT THE OTHER ROADWAYS, BUT I WANT TO EMPHASIZE THEY DID HAVE SIDEWALK REQUIREMENTS AS WELL, BUILDING PLACEMENT AS WELL, THEY'RE JUST NOT AS INTENSE. YOU DON'T HAVE STREET TREES REQUIRED ON THE ROADWAYS, BUT IT'S AN OPTION. THE BUILDING PLACEMENT IS ONLY 40% ALONG THE LOT FRONTAGE. IT NOT 75%. SO URBAN ROADWAY MIGHT BE DRAWING A BLANK. RED RIVER IS A GOOD EXAMPLE OF A ROAD AND NOT A CORE TRANSIT CORRIDOR. THESE ARE THE RULES THAT WILL APPLY THERE. THE ONE ON THE LEFT IS CENTRAL MARKET. YOU'RE ALREADY GETTING GOOD SHADED SIDEWALKS TO CONNECT TO THE PARKING LOT. WE'VE GOT THOSE REQUIREMENTS IN PLACE NOW. SUBURBAN ROADWAYS, THEY HAVE REQUIREMENTS AS WELL. YOU CAN SEE HERE YOU'VE GOT STILL A CLEAR ZONE AND A TREAT TREE FEATURE SOARNG BUT HERE YOU WITH PUT PARKING ON THE STREET, YOU JUST HAVE TO BUFFER IT. IT'S A LIGHTER SET OF REGULATIONS, BUT YOU STILL IT DO HAVE SOME STZ IN PLACE FOR THAT PEDESTRIAN ENVIRONMENT. A GOOD EXAMPLE OF A SUBURBAN ROADWAY IS SLAUGHTER, I THINK. SLAUGHTER IS A GOOD EXAMPLE. I THINK THAT'S ALL I WANTED TO SAY ABOUT THE SIDEWALKS AND BUILDING LOCATION. THAT'S A BIG CHUNK OF THE ORDINANCE. THAT'S REALLY -- IN A LOT OF WAYS THAT'S THE BIG PARTS OF THIS DOCUMENT, WHAT IT TRYING TO DO IS THE SIDEWALKS AND THE BUILDING LOCATION. THERE ARE SOME OTHER IMPORTANT ELEMENTS THOUGH. I WANT TO RUN THROUGH THEM QUICKLY. CONNECTIVITY IS ONE ISSUE. SECTION 2.3 DEALS WITH CONNECTIVITY. ENSURING THAT PEOPLE CAN GET FROM ONE PLACE TO ANOTHER, FROM ONE DEVELOPMENT SITE TO THE PLACE NEXT DOOR WITHOUT NECESSARILY HAVING TO GET IN THEIR CAR AND DRIVE. WHAT THIS NECESSARY IS IF YOU'VE GOT A LARGE SITE WHICH IS DEFINED AS FIVE ACRES OR MORE, HAVE YOU TO DIVIDE THAT SITE INTO SUBBLOCKS. YOU HAVE TO DIVIDE IT INTO INTERNAL BLOCKS THAT ARE NO BIGGER THAN 660 BY 330 FEET. SO YOU'VE GOT A FIVE ACRE SITE, YOU'RE GOING DIVIDE IT INTO THOSE TYPE OF BLOCKS. AGAIN, THE

ISSUE HERE IS TO PROVIDE MORE SIDEWALKS, MORE INTERNAL OPTIONS FOR PEDESTRIANS SO YOU'RE NOT CREATE AGRICULTURE HUGE SEA OF CONCRETE THAT'S ALL RETAIL THAT NO ONE CAN WALK THROUGH.....THROUGH BECAUSE IT'S AN OBSTACLE COURSE PARKING LOT. ONE OTHER ELEMENT OF THE CONNECTIVITY SECTION OF THE ORDINANCE IS IT'S A MENU APPROACH AND BASICALLY THERE'S A MENU PROVIDED THAT SAYS YOU, DEVELOPER, IF YOU'RE SUBJECT TO THIS ORDINANCE, YOU NEED TO PICK TWO OR THREE THINGS AND APPLY WITH THEM TO IMPROVE CONNECTIVITY ON YOUR SITE. IT MIGHT BE BICYCLE CONNECTIONS FROM THE FRONT OF THE -- FROM THE FRONT PRINCIPAL ROADWAY TO THE BUILDING ENTRANCE OR IT MIGHT BE PROVIDING SHOWER FACILITIES FOR YOUR EMPLOYEES. THAT IS ONE OF THE REALLY INTERESTING AND UNUSUAL OPTIONS THAT YOU CAN COMPLY WITH IN THE ORDINANCE, BUT IT'S AN OPTIONAL APPROACH TO HELP IMPROVE CONNECTIVITY. I JUST HAVE THIS ILLUSTRATION HERE TO SHOW YOU SOME OF THE OTHER THINGS THAT ARE COVERED IN THE ORDINANCE. IN ADDITION TO THESE KIND OF BIG TICKET ITEMS LIKE SIDEWALKS AND BUILDING LOCATION, WE'RE ALSO DOING SOME ADDITIONAL CLEANUP OF THE AUSTIN CODE TO PUT IN PLACE SOME GOOD DESIGN STANDARDS THAT ARE FRANKLY GOOD PLANNING PRACTICE AROUND THE COUNTRY THAT YOU DIDN'T HAVE IN YOUR ORDINANCE. THIS IS AN ILLUSTRATION OF HOW ROOF MOUNTED MECHANICAL EQUIPMENT HAS TO BE SCREENED FROM VIEW, FROM SOMEONE ON THE OTHER SIDE OF THE STREET. THESE ARE IN EVERY CODE THAT WE'VE BEEN WRITING FOR THE LAST 10 YEARS, BUT YOU DIDN'T HAVE THESE TYPES OF SCREENING REQUIREMENTS IN YOWSH CURRENT CODE, SO WE'VE PUT THEM IN AFTER TALKING ABOUT THOSE WITH THE TASKFORCE, SCREENING OF DUMPSTERS, LOADING AREAS, THAT KIND OF STUFF IS COVERED AS WELL. THERE ALSO IS ANOTHER REQUIREMENT FOR LARGE SITES. IT SAYS IS THAT YOU NEED TO PROVIDE SOME TYPE OF PEDESTRIAN AMENITY FOR THE PEOPLE THAT ARE USING YOUR SITE, EITHER THE PEOPLE THAT LIVE IN THE APARTMENTS THERE OR THE PEOPLE THAT WORK IN THE OFFICES THERE. YOU NEED TO SET ASIDE TWO PERCENT OF THAT SITE RTION THE NET SITE AREA, AS EITHER UNDISTURBED COMMON OPEN SPACE OR AS

ADDITIONAL LANDSCAPED AREA OR SOME TYPE OF PLAYGROUND. THEY'RE VERY EASY TO COMPLY WITH STANDARD. YOU CAN DECIDE WHAT IT IS YOURSELF, YOU JUST HAVE TO SET ASIDE THAT AREA FOR ADDITIONAL PEDESTRIAN ACTIVITY BY THE FOLKS THAT LIVE AND WORK ON THE SITE. ALL RIGHT. THAT'S ALL THE SITE DESIGN MATERIAL. THAT'S A LOT OF WHAT I'M GOING TO TALK ABOUT, BUT I DO WANT TO TALK ABOUT BUILDING DESIGN AND MIXED USE AS WELL. MIXED USE AS WELL. THERE ARE BUILDING DESIGN STANDARDS. AS CHRIS MENTIONED, THESE ARE VERY TYPICAL FOR THE ORDINANCES THAT WE'RE DRAFTING AROUND THE COUNTRY. EVERY OTHER PROGRESSIVE COMMUNITY IN THE COUNTRY HAS SOME TYPE OF DESIGN CONTROLS ON, SAY, BIG BOCK DEVELOPMENT TO IMPROVE THE APPEARANCE OF THOSE BUILDINGS. WHAT'S REALLY INNOVATIVE ABOUT THIS ORDINANCE IS THAT IT'S PRETTY MUCH AN OPTIONAL APPROACH TO IMPROVING THE DESIGN OF BUILDINGS. THERE ARE SOME MANDATORY REQUIREMENTS. AS YOU SEE HERE THERE ARE SOME GLAZING REQUIREMENTS. FOR EXAMPLE, WINDOWS ON THE FIRST FLOOR BETWEEN TWO AND 10 FEET. YOU HAVE TO HAVE SOME WINDOW SPACE AGAIN SO YOU DON'T PUT A BLANK WALL UP WHERE YOU'RE TRYING TO ENCOURAGE PEDESTRIAN ACTIVITY. SHADE AND SHELTER, THIS IS AT THE OLD WHOLE FOODS ON LAMAR. THERE ARE REQUIREMENTS FOR SHADED SIDEWALKS ON AT LEAST A PORTION OF THE SITE. VERY IMPORTANT ON DAYS LIKE TODAY. BUT THE BULK OF BUILDING DESIGN THE STANDARDS ARE OPTIONS. THEY'RE IN 3.3. THIS IS A REALLY INTERESTING APPROACH THAT THE TASKFORCE HAS TAKEN. THEY BEHAVINGLY HAVE PUT TOGETHER A LARGE MENU OF OPTIONS TO IMPROVE BUILDING DESIGN AND THEY SAID EVERYBODY THAT'S JOINING THIS ORDINANCE HAS TO PICK AND APPLY WITH ONE THING ON THAT MENU. BUT IF YOU HAVE EXTRA CHARACTERISTICS, CERTAIN CHARACTERISTICS, THEN HAVE YOU TO COMPLY WITH ADDITIONAL ITEMS FROM THAT MENU. FOR EXAMPLE, IF HAVE YOU A TRADEMARK DINE FEATURE, THEN -- DESIGN FEATURE, IF YOU'VE GOT A ROOF DESIGN WORK INCLUDING A SIGN, BUT SAY A ROOF DESIGN OR SOME KIND OF TRADEMARK ARCHITECTURAL DESIGN THAT IS STANDARDIZED ACROSS THE COUNTRY AND YOU'VE

APPLIED FOR A TRADEMARK ON THAT, YOU HAVE TO COMPLY WITH ADDITIONAL STANDARDS IN THIS ORDINANCE. ALL THAT'S SAYING IS THAT WE'RE TRYING TO ENCOURAGE STANDARDIZED BUILDING DESIGN IF AUSTIN. WE'RE TRYING TO ENSURE THAT BUILDINGS ARE A LITTLE MORE TAILORED TO RESPECT THE LOCAL ENVIRONMENT. IT'S A NICE APPROACH BECAUSE YOU'RE NOT HITTING ANYONE OWE THE HEAD. YOU'RE GIVING THEM OPTIONS TO COMPLY WITH, BUT YOU'RE SAYING YOU DO HAVE TO RAISE THE BAR IF YOU BRING SOME MAY OF THE STANDARDIZED FEATURES. YOU CAN COMPLY WITH THE BUILDING DESIGN MATRIX BY PROVIDING A SUSTAINABLE ROOF. THIS IS A FAST MEERING TREND AROUND THE COUNTRY. COMMUNITIES ARE LOOKING AT ENVIRONMENTALLY FRIENDLY BUILDING TECHNIQUES, MERGING THAT WITH BUILDING DESIGN RIRMENTZ. THIS IS THE CHICAGO CITY HALL. CHICAGO HAS BEEN A REAL LEADNER THIS TYPE OF REQUIREMENT, AND SUSTAINABLE ROOF IS ONE OF THE OPTIONS THAT YOU COULD PROVIDE IN AUSTIN TO COMPLY WITH THIS ORDINANCE. THEN FINALLY, MIXED USE. WE'VE NOW SAID YOU WANT TO CREATE AN ACTIVE PEDESTRIAN SPACE. WE'VE SAID THAT WE WANT THE BUILDINGS TO LOOK BETTER, BUT WHAT TYPE OF BUILDINGS EXACTLY ARE WE REALLY TRYING TO ENCOURAGE WITH THIS ORDINANCE? WELL, IT'S VERTICAL MIXED USE. THE VERTICAL MIXED USE BUILDING IS REALLY THE KEY BUILDING TYPE THAT IS BEING INTRODUCED WITH THIS ORDINANCE THAT YOU DON'T HAVE NOW IN YOUR CURRENT CODE. YOU CAN MIX USES NOW UNDER THE AUSTIN CODE. YOU CAN MIX USES IN A BUILDING OR YOU CAN MIX USES HORIZONTALLY ON A SITE, BUT YOU DON'T HAVE ANYTHING SPECIFICALLY CALLED OUT AS A VERTICAL MIXED USE BUILDING, YOU DON'T HAVE ANY INCENTIVES IN PLACE TO REALLY ENCOWRNL THIS TYPE OF DEVELOPMENT. WHY DO YOU WANT TO ENCOWRN THIS? WELL, THIS IS POTENTIALLY SOMEBODY LIVING ABOVE THE SHOP WHERE THEY WORK OR IT'S POTENTIALLY SOMEBODY WHO IS NOT GOING HAVE TO OWN A CAR BECAUSE THEY CAN DO THEIR SHOPPING AND WORK IN A CLOSE LOCATION TO THEIR HOUSE. SO YOU'RE REDUCING VEHICLE MILES TRAVELED WITH VERTICAL MIXED USE BUILDINGS. YOU'RE GETTING CARS OFF THE STREET. IT'S GOOD FOR THE ENVIRONMENT. AND A LOT OF COMPANIES LIKE THIS BECAUSE IT REALLY

ACTIVATES THE CITY STREET LIFE. PEOPLE LIKE TO HAVE PEOPLE LIVING IN CLOSE PROXIMITY TO A LOT OF THESE CORE TRANSIT CORRIDORS. IT'S A MODEL WE'VE SEEN AROUND THE COUNTRY WORKING REALLY WELL. IN THE AUSTIN ORDINANCE, THE VMU BUILDING IS ALLOWED IN SEVERAL PLACES. IT'S ALLOWED IN THE VMU 84 LAY DISTRICT. THIS IS A NEW DISTRICT THAT WE'RE INTRODUCING. IT'S APPLYING ALONG ALL THE CORE TRANSIT CORRIDORS AND ALSO THE FUTURE CORE TRANSIT CORRIDORS. BASICALLY WE'RE SAYING ALONG THOSE 44 MILES OF CORE TRANSIT CORRIDOR THAT I SHOWED OUT THE EARLIER SLIDE, YOU CAN DO A VMU BUILDING SUBJECT TO THE STANDARDS IN THIS RNS. WE ALSO HAVE FUTURE CORE TRANSIT CORRIDORS THAT ARE IDENTIFIED THAT WILL PICK UP TO THAT LEVEL. THEY DON'T HAVE TO COMPLY WITH THE SIDEWALK REQUIREMENTS NOW, BUT THEY ARE ALLOWED TO HAVE VMU BUILDINGS. THAT'S ONE PLACE WHERE YOU CAN DO THESE IS ON THE CORRIDORS. ALSO YOU CAN DO A VMU BUILDING ANYWHERE YOU HAVE THE MIXED USE DESIGNATION IN PLACE. THAT'S A SCATTERED DESIGNATION THAT YOU'VE GOT IN A LOT OF DIFFERENT PLACES IN THE COMMUNITY NOW. AND THEN ALSO MOVING FORWARD, IF YOU'VE GOT A SITE OF THREE ACRES OR MORE, YOU CAN APPLY FOR A CONDITIONAL USE PERMIT TO DO A VMU BUILDING AS WELL. THERE ARE A LOT OF DIFFERENT WAYS THAT A VMU BUILDING COULD BE INTRODUCED. WHAT ARE THE STANDARDS THAT VMU BUILDINGS HAVE TO COMPLY WITH? PROBABLY TOO MANY WORDS ON THIS SLIDE. I APOLOGIZE FOR THAT. FIRST OF ALL, YOU HAVE TO HAVE A MIX OF USES. SOME RESIDENTIAL IN A VMU BUILDING. PEOPLE FELT IT WAS IMPORTANT TO HAVE RESIDENTIAL, BUT ALSO YOU CAN HAVE OFFICE OR RESIDENTIAL. THE ILLUSTRATION ON THE RIGHT THERE SHOWS YOU SEVERAL DIFFERENT CONFIGURATIONS OF A BUILDING THAT COULD COMPLY WITH THE MIX OF USE REQUIREMENTS IN THE ORDINANCE. THE KEY, THOUGH, IS THAT THERE IS A PEDESTRIAN ORIENTED COMMERCIAL SPACE ON EVERY ONE OF THOSE ILLUSTRATIONS. ALWAYS AT THE GROUND FLOOR ON THAT PRINCIPAL STREET YOU'VE GOT TO HAVE SOME SPACE SET ASIDE, AND IT'S A MINIMUM DEPTH OF 24 FEET FOR PEDESTRIAN ORIENTED COMMERCIAL SPACE. THIS IS THE

COFFEE SHOP OR THE CLOTHING STORE, THE LOCAL CLOTHING STORE OR THE SMALL REPAIR SHOP, SOMETHING THAT IS DESIGNED AS A NEIGHBORHOOD SERVING BUSINESS. AND THAT'S REQUIRED IN ALL VMU BUILDINGS. SO THAT'S TWO THINGS, HAVE YOU MIX OF USES, PEDESTRIAN ORIENTED SPACE. THE HEIGHT STANDARDS OF THE BASE DISTRICT CONTINUE TO APPLY. WE'RE NOT AUTHORIZING ANY INCREASES IN THE HEIGHT ALONG -- IN THE VMU BUILDINGS. WE ARE SAYING THAT AFFORDABLE UNIT ARE REQUIRED, AND THIS GOES ALONG WITH THE NEXT BULLET THERE. VMU BUILDINGS, AS THIS IS DRAFTED NOW, ARE EXEMPT FROM A NUMBER OF DIMENSIONAL STANDARDS IN THE CODE. THEY HAVE TO COMPLY WITH HEIGHT, BUT THEY'RE EXEMPT FROM MEMBERSHIP MUSLIM SITE AREA, FROM MAXIMUM..... MAX FAR, FROM SETBACKS. THIS IS KEY BECAUSE IT MAKING IT AN ECONOMIC PROJECT TO DEVELOP. BEING ABLE TO GET AWAY FROM THE MINIMUM FAR. IT A VERY INTENSE BUILDING. YOU ALSO HAVE TO SET ASIDE SOME RENTAL REQUIREMENTS UNDER THE CURRENT DRAFT. IT'S A 10% REQUIREMENT FOR FOLKS MEETING 80% OF THE MFI, MEDIAN FAMILY INCOME. THOSE ARE RESERVED FOR 40 YEARS. SO YOU'VE GOT A MILK THERE. YOU'VE GOT OWNER OCCUPIED IEWN AND RENTAL UNITS. ON YOU'VE GOT AN OPT IN, OPT OUT PROCESS THAT CAN REDUCE THE MFI TO 60%. BEFORE I EXPLAIN THAT, LET ME STEP BACK TO THIS PRIOR SLIDE. IT SAYS EXEMPT FROM OTHER DIMENSIONAL STANDARDS ON THE BOTTOM BULLET SUBJECT TO A NEIGHBORHOOD OPT IN, OPT OUT PROCESS. THIS IS SOMETHING THE TASKFORCE TALKED ABOUT QUITE A BIT. THEIR INTENT IS THAT FOLLOWING THE ADOPTION OF THIS ORDINANCE THERE BE A PERIOD THAT KICKS IN. IT'S GOING TO BE ..... 135 DAY PERIOD AND THE INTENT IS TO ALLOW NEIGHBORHOODS TO THINK THROUGH THE I AM COMPLAINTS OF THESE VMU BUILDINGS IN THEIR PARTICULAR AREA. THEY KNOW THEIR AREA BEST. THE INTENT IS FOR EACH AREA TO LOOK AT THE STANDARD, TO LOOK AT THE CORE TRANSIT CORRIDORS AND THE PROPERTIES IN THEIR AREA AND THINK THROUGH ARE THESE DENSITY EXEMPTIONS REALLY APPROPRIATE GIVEN OUR LOCATIONS, GIVEN OUR PARTICULAR NEIGHBORHOOD ISSUES WE'VE BEEN DEALING WITH? THE DEFAULT IS THAT ON THE CORE TRANSIT CORRIDORS THESE EXEMPTIONS

WILL COMPLY. BUT WE HAVE AN OPT OUT PROCESS AND THE PEOPLE WILL CORE TRANSIT CORRIDORS CAN CHOOSE TO OPT OUT OF THESE OPTIONS. THEY'RE NOT OPTED OUT OF VMU ALTOGETHER. THEY WILL STILL HAVE VMU BUILDINGS THAT CAN DO INTO THOSE CORE TRANSIT CORRIDORS, BUT THEY HAVE THE CHANCE TO OPT OUT. WHAT THAT MEANS IS THE BASE DISTRICT ZONING STANDARDS WOULD APPLY. AND VMU BLDGZ BUILDINGS COULD STILL COME INTO THEIR NEIGHBORHOOD, BUT THEY WOULD BE SUBJECT TO THE BASE MINIMUM SITE AREA, THE FAR. WHAT YOU'RE OPTING OUT OF IS YOU'RE OPTING OUT OF THOSE ADDITIONAL EXEMPTIONS. THE FLIP SIDE THAT HAVE IS WHAT WE CALL OPT IN. FOR THE MIXED USE DESIGNATED PROPERTIES, THESE ARE THE ONES THAT HAVE THE MU DESIGNATION, BUT THEY'RE NOT ON THE CORRIDORS. YOU CAN CHOOSE THE DEFAULTS IS THAT THESE EXEMPTIONS WILL NOT APPLY. THE DEFAULTS FOR THOSE PROPERTY, WHICH ARE SCATTERED AROUND, IS THAT YOU DO WANT THEM TO COMPLY WITH THE BASE ZONE DISTRICT REQUIREMENTS. HOWEVER, THOSE NEIGHBORHOODS ARE INSTRUCTED TO AS PART THF PROCESS THINK THROUGH IF THEY WOULD RATHER OPT IN TO THE EXEMPTIONS. IT JUST THE FLIP OF WHAT HAPPENS IN THE -- ON THE VMU CORRIDOR, THE CORE TRANSIT CORRIDOR. SUR...YOU'RE OPTING OUT OF THE EXEMPTIONS ON THE.....EXEMPTIONS ON THE CORRIDORS. IT A PROCESS THAT -- LET ME SAY ONE OTHER THING. ALSO IF YOU DON'T HAVE THE VMU DESIGNATION IN A PART OF YOUR NEIGHBORHOOD OR YOU DON'T HAVE A CORE TRANSIT CORRIDOR GOING THROUGH THRS YOU.....THERE, CAN YOU OPT INTO VMU ALTOGETHER. IF YOU DO THAT, YOU WOULD PROPOSE WHAT THOSE STANDARDS SHOULD BE. AND THIS IS PROCESS THAT WE'VE LAID OUT HERE. THE PROCESS IS A RECOMMENDATION BY THE NEIGHBORHOODS TO THE CITY, THE CITY COUNCIL. THIS WOULD HAVE TO GO THROUGH THE PLANNING COMMISSION. IT THEN WOULD BE APPROVED BY THE CITY COUNCIL. THIS IS A ONE-TIME PROCESS THAT WOULD KICK IN FOLLOWING THE ADOPTION OF THE ORDINANCE, AND ordinance, and.... IT WOULD RESULT IN A MAP OF NEIGHBORHOOD PREFERENCES ON HOW THEY WANT TO CUSTOMIZE THESE STANDARDS IN THEIR AREA. AND THAT WOULD THEN BE ADOPTED IN SOME FORM AS AN AMENDMENT TO THE FAIP

EXIENING DISTRICT. -- NEIGHBORHOOD PLAN COMBINING DISTRICT. AND IN THE FUTURE IF ANYONE WANTED TO CHANGE THOSE RULES, THAT WOULD BE A REZONING THAT WOULD HAVE TO COME BACK TO YOU FOR A VOANING FOR NOTICE ACCORDING TO STATE STATUTES, ETCETERA. SO IT'S A ONE TIME PROCESS THAT WILL GO AHEAD AND LOCK IN THE RULES, AND THEN IT COULD BE AMENDED IN THE FUTURE THROUGH A REZONING. IT'S A PROCESS THAT'S DRAFTED RIGHT NOW TO ALLOW PARCEL BY PARCEL CUSTOMIZATION. THE NEIGHBORHOODS THAT HAVE REALLY BEEN IN SUPPORT OF THIS IDEA I THINK ARE ANXIOUS TO SET GENERAL RULES FOR THEIR ENTIRE JURISDICTION, THEIR ENTIRE NEIGHBORHOODS. BUT IT'S IMPORTANT TO THEM TO HAVE THAT FLEXIBILITY TO DO A SITE SPECIFIC TAYLORRING OF THE EXEMPTIONS WHERE THEY THINK IT'S APPROPRIATE. AND AUSTIN IS UNUSUAL. YOU DO HAVE SOME EXPERIENCE WITH DOING THAT KIND OF SITE SPECIFIC TAYLORRING AS PART OF YOUR EFFORTS. I'LL LEAVE IT WITH THAT ADD I'LL FINISH THE PRESENTATION. WHAT ARE THE NEXT STEPS? WELL, WE WILL PROCEED SOON TO FINAL REVISIONS TO THE ORDINANCE AND ADOPTION. THE WAY THIS WILL HAVE TO BE DRAFTED IS THE ORDINANCE WILL BECOME EFFECTIVE NO SOONER THAN 135 DAYS AFTER ADOPTION BECAUSE HAVE YOU TO GIVE TIME FOR THAT OPT IN, OPT OUT PROCESS TO TAKE PLACE. YOU NEED TO ESTABLISH PROCEDURES FOR THE OPT IN, ONT OUT FOLLOWING ADOPTION. AND I DON'T WANT TO MINIMIZE THIS. CHRIS AND I COMING IN FROM THE OUTSIDE, WE HAVE SOME CONCERNS ABOUT THE COMPLEXITY OF THAT PROCESS. WE'RE REASSURED BY THE FACT THAT YOU HAVE PRECEDENT IN AUSTIN FOR DOING THIS VERY DETAILED PLANNING, BUT IT STILL LOOKS LIKE A BIG UNDERTAKING TO US AND YOU WILL NEED TO THINK QUICKLY ABOUT PROCEDURES TO GUIDE HOW THOSE NEIGHBORHOOD WILLS MAKE THOSE DECISIONS AND HOW THOSE DECISIONS WILL BE CODIFIED. I WANTED TO MENTION SIGNS AND LANDSCAPING. THE TASKFORCE ALSO LOOKED AT COMPLIMENTARY AMENDMENTS TO YOUR SIGN AND LAND CAPING RULES. TO GO ALONG WITH ALL THE SITE DESIGN AND BUILDING DESIGN. WE ARE -- CLARION IS HOLDING THOSE REVISIONS INTO RECODIFICATIONS OF YOUR SIGN AND LANDSCAPING CODES. THOSE WILL BE FOLLOWING ON



AS A NEXT STEP, BUT IT'S -- I THINK IT SHOULD BE MUCH MORE STRAIGHTFORWARD AND A MUCH SIMPLER PROCESS THAN THE COMMERCIAL DESIGN HAS BEEN. ANALYSIS OF POLICY ITEMS FROM THE TASKFORCE REPORT. WHAT THIS MEANS IS WHEN THE TASKFORCE REPORT COMPLETED THEIR WORK, THEY LOOKED AT A WHOLE RANGE OF ISSUES. AND THEY SAID WE WANT TO ENCOURAGE A PEDESTRIAN FREEDLY ENVIRONMENT, WE WANT TO ENCOURAGE MILKED USE. SOME OF THEIR ISSUES WERE VERY CLEARLY APPROPRIATE FOR A NEW REGULATORY DOCUMENT LIKE THIS ORDINANCE. THEY SHOULD BE IN THE REGULATORY FRAMEWORK, BUT SOME OF THE ISSUES WERE NOT. SOME OF THE ISSUES SAID WELL, THE CITY NEEDS TO LOCATE FUNDING SOURCES TO DO ADDITIONAL UNDERGROUNDING OF UTILITIES BEYOND WHAT CAN BE DONE THROUGH THIS DOCUMENT. WHAT WE HAVE FOCUSED ON IS JUST THE THINGS SO FAR THAT CAN BE COVERED AS PART OF THE ORDINANCE. WHAT WE'RE GOING TO THEN DO ONCE THE ORDINANCE IS ADOPTED IS GO BACK IN, LOOK AT THE TASKFORCE REPORT AND JUST COLLECT THOSE LOOSE ENDS TO SEE IF THERE'S ANY OTHER POLICY ISSUES THAT THE CITY SHOULD FOCUS ON TO HELP IMPLEMENT THE TASKFORCE VISION. AND THEN FINALLY TRAINING. IT'S A BIG NEW WORLD IN TERMS OF IMPLEMENTING THESE RULES. IT'S RULES THAT THEY HAVEN'T BEEN APPLYING THIS THEIR DAY-TO-DAY SITE PLAN REVIEW OR BUILDING PLAN REVIEW. THE INSPECTORS HAVE NOT BEEN LOOKING FOR THESE TYPES OF ISSUES ON THE GROUND, SO WHAT WE WILL BE DOING IS MEETING AND TRAINING WITH BOTH THE DEVELOPMENT REVIEW STAFF AND THE INSPECTORS TO EXPLAIN THE ORDINANCE, TO WALK THROUGH HYPOTHETICAL SITE PLANS, TO MAKE SURE THEY UNDERSTAND EXACTLY HOW THESE RULES ARE SUPPOSED TO BE APPLIED ON THE GROUND. WE'LL BE DOING THE SAME THING WITH THE PRIVATE SECTOR SO THE FOLKS IN THE PRIVATE INDUSTRY HAVE A GOOD UNDERSTANDING OF THE ORDINANCE. THAT'S A LOT OF TALKING. I APPRECIATE YOUR ATTENTION. I THINK AT THIS POINT, MAYOR, WE WILL STOP FOR QUESTIONS.

Mayor Wynn: THANK YOU. QUESTIONS, COMMENTS? MAYOR PRO TEM.

Dunkerley: I JUST WANT TO TELL YOU THAT I THINK THIS IS AN

INCREDIBLE DOCUMENT AND I WANT TO THANK THE TASKFORCE AND THE STAFF AND OUR CONSULTANTS AND CERTAINLY COUNCILMEMBER MCCracken WHO LED THIS EFFORT. I FINALLY GOT WHAT I ASSUME IS THE FINAL DRAFT YESTERDAY, AND SPENT A LONG TIME OVER IT LAST NIGHT, AND I THINK IT IS COMPLEX, BUT I THINK MOST OF THE ANSWERS ARE IN THERE, BUT FOR SOMEBODY THAT'S READING IT FOR THE FIRST TIME, THERE ARE SOME THING THAT MAYBE I WOULD THRIEK HAVE YOU -- WOULD LIKE TO HAVE YOU DO WHEN WE COME BACK ON SECOND READING TO CLARIFY FOR ME AND FOR THE PUBLIC ON SOME E-MAILS I'VE RECEIVED AND THINGS LIKE THAT. ONE OF THEM IS ON THE DEVELOPMENT ON CORNER LOTS. SOMEPLACE IN THERE IT SAYS IF HAVE YOU A CORNER LT YOU MAY NOT PARK WITHIN 100 FEET OF THAT LOT, ETCETERA. AND I KNOW THAT THERE'S GOT TO BE SOME SORT OF ALTERNATIVE COMPLIANCE IF YOUR LOT IS ONLY 85 FEET OR 100 FEET, SO THAT WAS ONE OF THE ISSUE. AND I THINK GENERALLY WHEN I LOOKED AT THE PLACEMENT OF THE BUILDINGS, WHETHER THEY'RE TOWARD THE FRONT OF THE STREET AND THERE'S PARKING THAT IT'S BEHIND, ENTRANCES ALONG THE FRONT, THE NO PARKING ALONG THERE, I WANTED IT TO PUT SOME STRONGER STATEMENT IN THERE DEALING WITH ACCESSIBILITY. ALL OF US ARE GOING TO BE DISABLED AT SOME POINT IN OUR LIVES IF WE LIVE LONG ENOUGH. SOME OF US WILL GET THERE SOONER RATHER THAN LATER, BUT I KNOW WE HAVE TO COMPLY WITH THE FEDERAL AND STATE LAWS, BUT I WOULD LIKE TO FIND A PLACE TO PUT IN THERE THAT SAYS WE WILL BE AWARE OF THE DISABILITY ISSUES, AND AS WE LOOK AT THESE PLACEMENTS, IT MIGHT MAKE SENSE TO PUT THE ENTRANCE SOMEWHERE ELSE. HAVE SOME FLEXIBILITY FOR THOSE ISSUES THAT COME UP. AND AT SOME TIME LATER WE MIGHT WANT TO LOOK AT THE VISITABILITY STANDARDS FOR NEW CONSTRUCTION AS WELL BECAUSE THAT WOULD BE THE MAIN ONES. THERE ARE SEVERAL ELMS THAT I CAN FIND THAT GAVE SOME RELIEF TO SMALL LOTS UNDER 10,000 SQUARE FEET OR THOSE THAT ARE OVER -- SLIGHTLY OVER THAT THAT WOULD HAVE SOME ALTERNATIVE COMPLIANCE, SO I'D LIKE TO HAVE KIND OF A LITTLE BIT BETTER OR MORE DETAILED PRESENTATION ON THAT PARTICULAR LITTLE BIT. ON THE VMU, I HAVEN'T REALLY

STUDIED IT. IT'S REALLY VERY COMPLICATED ABOUT THE OPT OUT AND THE OPT IN AND THE STREETS, ESPECIALLY WHEN YOU'VE NOT WORKED ON IT AS YOU ALL HAVE. I KNOW THE ANSWERS ARE ALL THERE, BUT A COUPLE OF QUESTIONS THAT -- A COUPLE OF COMMENTS I HAVE WOULD BE I'D LIKE TO STAFF OR THE CONSULTANT TO GIVE ME MAY IDEA ON A NORMAL FOLLOW-UP ON NEW DEVELOPMENT, SINCE WE'RE NOT GIVING ANY EXTRA HEIGHT, JUST SOME OF THE RELIEF ON THE OTHER REQUIREMENTS, HOW MANY ADDITIONAL UNITS DO YOU USUALLY SEE OCCURRING AND IS THAT ENOUGH TO GENERATE THE MARGIN THAT YOU NEED TO MAKE THOSE UNITS AFFORDABLE AT -- I SAW ONE UP THERE DOWN TO 60%. I DON'T SEE HOW YOU CAN -- NOT HAVING WORKED ON IT LIKE YOU HAVE, HOW YOU COULD GET ENOUGH UNITS TO BE ABLE TO DO THAT. I'M NOT SAYING IT'S NOT A GOOD GOAL, BUT THE CITY -- GENERALLY IF YOU'RE GOING TO GO THAT LOW, IT REQUIRES SOME MORE SUBSIDY FROM THE CITY UNLESS YOU'RE EVEN ABOVE WHAT WE WOULD WAIVE FEES AND THINGS LIKE THAT. SO I WOULD LIKE A BETTER ANALYSIS OF WHAT WE COULD NORMALLY EXPECT. MY CONCERN IS HOW MANY UNITS WOULD YOU SEE WITHOUT THE ADDITIONAL HEIGHT. THE OTHER CONCERN I HAVE IS THE STAFFING. I THINK IF YOU GET DOWN TO WHERE YOU'RE DOING THESE RULES ON A LOT BY LOT BASIS, IT WILL REALLY PUT A LOT OF PRESSURE ON THE STAFF. JUST BECAUSE WE'VE HAD EXPERIENCE WITH IT, DOESN'T MEAN WE'VE HANDLED IT WELL. AND I WOULD LIKE TO SEE THEM CONSIDER GOING BACK AND AT LEAST DOING IT FAIBD BY NEIGHBORHOOD BECAUSE THAT GIVES US A BIGGER BLOCK OF WHERE THESE RULES WILL APPLY, AND IT MAKES IT A LOT EASIER WHEN YOU'RE TRAINING NEW STAFF AND WORKING WITH OUR OLD STAFF. SO THAT AGAIN WOULD BE A COMMENT I'D LIKE TO HAVE SOME RESPONSE BACK O I KNOW WE'RE GOING TO ADD NEW STAFF THIS YEAR, BUT WITH THE COMPLEXITY OF THIS PARTICULAR ORDINANCE PLUS THE NEW DEVELOPMENT GUIDELINES, I DON'T THINK IT'S PRACTICAL TO ASSUME THAT EVEN WITH NEW STAFF RESOURCES THAT WE CAN REALLY DO THAT. AND WE'VE REALLY RUN OUR STAFF PRETTY RAGGED IN THE LAST YEAR OR TWO WITH A LOT OF THESE NEW PROCESSES. AND SOME OF THEM HAVE YES OR NO RATED REMARKABLE -- HAVE

GENERATED REMARKABLE ORDINANCES AND I THINK THIS IS ONE OF THEM. I THINK REALLY OVERALL IT'S VERY, VERY GOOD. THE OTHER THING ON VMU, I WOULD LIKE TO HAVE COUNCILMEMBER MCCRACKEN OR STAFF OR SOMEBODY TO COME TO THE AFFORDABLE HOUSING INCENTIVE TASKFORCE MEETING BECAUSE THIS WOULD BE ANOTHER TOOL THAT WOULD BE IN THAT TOOL BOX THAT COULD GET US SOME AFFORDABLE HOUSING. AND I'D LIKE TO MAKE STHAWR THEY ALL UNDERSTAND THAT THIS IS BEING DEVELOPED AND HOW IT WOULD WORK. AND THEN LASTLY IS MAYBE A TECHNICAL QUESTION. I SAW AS I WENT THROUGH IT, THERE ARE ALTERNATIVE COMPLIANCE PLAN POSSIBILITIES, EITHER FORMAL OR INFORMAL, IN THIS PROCESS. AND IF YOU'RE TRYING TO DO -- IF YOU'RE TRYING TO DO ONE OF THE FORMAL ALTERNATIVE COMPLIANCE PLANS BECAUSE YOU CAN'T REALLY MEET ALL THE GUIDELINES HERE, IF YOU HAVEN'T RUN INTO AN ISSUE, SHOW THE DISAGREEMENT RESOLVED BETWEEN THE STAFF AND THE OWNER OR THE TWOARP? IS THAT SOMETHING THAT'S APPEALABLE TO THE COUNCIL, IS IT APPEALABLE TO THE BOARD OF ADJUSTMENTS, IS IT NOT APPEALABLE AT ALL IN I'D LIKE TO HAVE -- IT MAY BE THERE, I JUST COULDN'T FIND AN ANSWER TO THAT ONE IN THE DRAFT AT ALL. SO AGAIN, IT A VERY CURSORY READ AND I KNOW I HAD A LITTLE BIT OF HELP IN THE AFTERNOON FROM STAFF, BUT I WASN'T ABLE TO STAY THERE THE WHOLE TIME SORK I WOULD REALLY APPRECIATE IT IF ON THE SECOND READING YOU COULD COME BACK WITH A LITTLE -- MORE IN DEPTH REVIEW OF THOSE THINGS. I KNOW THE ANSWERS ARE PROBABLY THRRKS IT'SIOUS HARD FOR ME TO DIG THEM OUT. SO THANK YOU. GEP, CONGRATULATIONS. I THINK THIS WAS A GREAT PIECE OF WONCHT.

THANK YOU, MAYOR PRO TEM. COUNCILMEMBER MCCRACKEN.

McCracken: I'LL START OFF BY SAYING THAT I KNOW SOME OF MY COLLEAGUES WILL HAVE A LOT OF QUESTIONS. IT BEEN AN INCREDIBLE -- FOLK IN THE AUDIENCE MAY TOO. IT'S BEEN THREE YEARS AND A LOT OF WORK, BUT I RECOGNIZE THAT SOME OF THESE WE MAY NOT HAVE ANSWERS FOR. HERE'S WHAT I CAN TELL YOU FOR STARTERS. THIS IS I THINK ONE OF THE KEY ELEMENTS THAT MAKE IT WHERE

THIS..... THIS ORDINANCE IS A SIGNIFICANT IMPLEMENTATION OF ENVISION CENTRAL TEXAS. WE FOUND OUT WHEN WE GOT RID OF OUR SUBURBAN ORIENTED LAND DEVELOPMENT STANDARDS THAT IT RESULTS IN 50% MORE UNIT IF YOU CAN GET RID OF THE SFWURN ORIENTED DENSITY SUBURBAN ORIENTED CAPS. IT WAS DONE AT A TIME WHEN YOU WERE TRYING TO LIMIT THE NUMBER OF UNITS AND REALLY HAVE A SUBURBAN MODEL. SO WHAT WE FOUND IS ON THE GROUND EXPERIENCE IS 50% MORE UNITS TYPICALLY. THEY ARE -- WITHOUT RAISING THE HEIGHTS. AND ALSO 10% OF THE UNITS BEING AFFORDABLE AT 80% MFI. THAT WAS ACTUALLY WHAT THE MULTI-FAMILY DEVELOPERS GAVE US. THERE WAS AN ADDITIONAL ANALYSIS PERFORMED BY AFFORDABLE HOUSING ADVOCATE WHICH LOOKED AT SOME OF THE SIEWMSES AND.....ES ASSUMPTIONS AND CONCLUDED IT COULD GET TO 12 AND A HALF PERCENT AFFORDABLE.....AFFORDABILITY AT 60% MFI. SO THERE WAS A GREAT DEAL OF CONFIDENCE OR EVEN NERVOUS CONFIDENCE PERHAPS THAT -- THESE ARE IMPORTANT QUESTIONS. WE HAVE ANSWERS TO SOME OF THIS TONIGHT AND SOME I DON'T KNOW.

[INAUDIBLE - NO MIC].

Dunkerley: I THINK IT WILL BE A REALLY GOOD TOOL.

McCracken: I THINK ONE OF THE GREATEST ACHIEVEMENTS IS FINDING OUT THE DENSITY BONUSES, EVERYBODY INCLUDING THE MULTI-FAMILY DEVELOPERS, AGREED THAT 10 PERCENT AT 80 PERCENT MFI WORKS. SO I THINK WE'VE ALREADY LEARNED SOMETHING THAT'S A GREAT STEP FORWARD. WE HAVE SOME THAT 60 WILL WORK AT CERTAIN ASSUMPTIONS. WE'LL HAVE A CHANCE TO LOOK OVER THIS IN THE NECK YEAR OR TWORKS FWU REALLY DEPENDS ON THE LAND COSTS. IF THE LAND COSTS STAY LOWER, 60% WORKS. IF THEY DON'T, THEN IT DOESN'T.

Mayor Wynn: FURTHER COMMENT, QUESTIONS?  
COUNCILMEMBER KIM.

Kim: I ALSO THINK IT'S A REMARKABLE ACHIEVEMENT, ECONOMIC, I KNOW IT'S BEEN A LONG PROCESS AND I WANT

TO THANK YOU AND AUMENT TAKE HOLDERS WHO HAVE BEEN INVOLVED. IT'S BEEN A DIVERSE GROWN, I UNDERSTAND. I HAVE A NUMBER OF QUESTIONS HERE ABOUT -- I ALSO HAVE CONCERNS ABOUT THE DISABILITY ACCESS. AND I THINK THERE ARE A LOT OF GOOD THINGS IN HERE AND SOME THINGS THAT ONE WOULD QUESTION HOW THAT WOULD BE IMPLEMENTED OR WHAT IMPACT IT WOULD HAVE ON THE PROPERTY OWNERS THEMSELVES. I WANTED TO KNOW MORE ABOUT HOW THIS WOULD AFFECT FRANCHISES OR PEOPLE WHO ARE BUYING A FRANCHISE. LET'S SAY SOMEONE WANTS TO BUY A KRISPY KREME. THEY HAVE VERY STIFF REQUIREMENTS IN THE UNIFORM FRANCHISE OPERATING CONTRACT WHICH IS APPROVED BY EACH STATE THAT THEY OPERATE IN. HOW WOULD THEY -- HOW WOULD THEY ADDRESS THAT IF THE CORPORATION IS SAYING IF YOU WANT TO HAVE A KRISPY KREME YOU HAVE TO MEET THESE STANDARDS, IT'S UNIFORM? THEY WOULD HAVE TO GO AND RENEGOTIATE THE AGREEMENT FOR EACH -- FOR THAT COMPANY, AND SINCE THAT UFOC WAS APPROVED BY THE ATTORNEY GENERAL, THAT WOULD REQUIRE A PROCESS. AND I'M JUST WONDERING HOW WOULD WE YOU TAKE THAT INTO CONSIDERATION.

McCracken: I THINK PROBABLY MACK COULD GIVE US SOME GUIDANCE. ALSO WE HAVE SEVERAL MEMBERS THAT REPRESENT FRANCHISE OWNERS OF RESTAURANT INDUSTRY AND THAIR ALL HERE IN SUPPORT THIS EVENING AND THEY DID AN EXCELLENT JOB OF IDENTIFYING SOME OF THOSE ISSUES. AND I THINK THAT THE REPRESENTATIVES FROM TACO BELL, FROM WHATABURGER, FROM WENDY'S, FROM MCDONALD'S CAN SFOA THAT BECAUSE THAT WAS THE PRIME ISSUE. AND BASICALLY THE ANSWER I CAN GIVE YOU AND DWAYNE AND JULIO AND JIMMY CAN FILL US IN. THE STANDARDS IN FRONT OF THU EVENING DO NOT PROHIBIT FRANCHISE ARCHITECTURE AND THEY SIMPLY SAY IF YOU'RE GOING DO FRANCHISE ARCHITECTURE YOU NEED TO HAVE BUILDING STANDARDS FOR THIS, WHICH IS SOMETHING MOST OF THEM DO ALREADY. AND THEN ALSO IT PREK THE RIGHT TO MAINTAIN THEIR EXISTING FOOTPRINTS OF THEIR BUILDINGS EVEN DURING REDEVELOPMENT. SO THEY HAVE DONE -- THE REPRESENTATIVES OF A LOT OF OUR FAMILY-OWNED BUSINESSES WHO ARE FRANCHISEES,

AND I WILL SEE DIRK HERE TOO, THEY HAVE DONE AN OUTSTANDING JOB OF IDENTIFYING ISSUES AND COMING UP WITH COMMON SENSE SOLUTIONS THAT EVERYBODY CAN GET BEHIND. I'LL ASK THEM ALL TO SPEAK TO THAT.

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Mayor Wynn: IF YOU DON'T MIND, COUNCIL, WE HAVE ABOUT A DOZEN FOLKS WHO HAVE SIGNED UP WISHING TO ADDRESS US AND I THINK SEVERAL OF THEM ARE MEMBERS OF THE TASKFORCE, SO WE WOULD GET MORE FEEDBACK FROM THE AUDIENCE AND THEN WE CAN GO THROUGH OUR QUESTIONS.

Kim: WHY DON'T WE -- I'LL PUT MY QUESTIONS OFF UNTIL LATER SO WE CAN LET PEOPLE SPEAK.

Mayor Wynn: OKAY. SO COUNCIL, WITHOUT OBJECTION WE'LL GO TO OUR PUBLIC HEARING, CITIZEN TESTIMONY FOR ITEM NUMBER 20, OUR COMMERCIAL DESIGN STANDARDS. OUR FIRST SPEAKER IS MS. SIS MEYERS. WELCOME. YOU WILL BE FOLLOWED BY GERARD KINNEY. AND JASON NEAR AND JULIO DEMIS DONATING TIME TO YOU SIS. YOU WILL HAVE UP TO NINE MINUTES IF YOU NEED IT.

MAYOR WYNN, MAYOR PRO TEM DUNKERLEY, MEMBERS OF THE COUNCIL, CITY MANAGER AND THE CITY STAFF, I GUESS FIRST OF ALL I WANT TO TELL YOU RELAX, I'M NOT USING THE NINE MINUTES, MAYOR WYNN, JUST A COUPLE OF MINUTES AND I'LL BE FINISHED. ONE THING I GUESS I WANT TO DO THE ACADEMY AWARD SPEECH SINCE I GET TO GO FIRST AND DO ALL THE THANK YOU'S, AND I WOULD LIKE FIRST OF ALL TO THANK MY CLIENT FOR BEING WILLING TO COME TO THE TIBL AND WORK ON A VERY DIFFICULT ISSUE. AS COUNCILMEMBER MCCRACKEN WILL TELL YOU, ABOUT THREE YEARS AGO WE HAD BARRIERS UP AT DRIVE-IN RESTAURANTS IF YOUR LICENSE PLATE WAS MCCRACKEN AND NOW WE'RE REALLY GOOD FRIENDS AND WE'VE WORKED THROUGH THIS IN A LAUDABLE MANNER. BRUCETER HAS LISTED THE FOLKS THAT ARE HERE AND COUNCILMEMBER KIM WHEN IT APPROPRIATE, I THINK MR. DOZENNIER WILL ATTEMPT TO ADDRESS YOUR QUESTIONS. THEN ALSO I THINK THE CITY STAFF HAS BEEN AWESOME.

GEORGE AND JIM AND THEN THE STAFF FROM CLARION, THOSE GUYS, WE THREW THEM A AMENDMENTS AND THEY DRAFT THEM AND THEN WE TELL THEM IT'S WRONG AND DO IT AGAIN AND WE NEED IT BY 4:00 O'CLOCK. THEY'VE PUT IN LONG HOURS TRYING TO KEEP THE TASKFORCE GOING. THE TASKFORCE IS REALLY A DIVERSE GROUP OF PEOPLE. THEY DON'T KNOW EACH OTHER VERY WELL, AND I THINK WE'VE OUT TO BE A PRETTY COHESIVE BUNCH. THERE'S CERTAINLY BEEN DISPREAMENT. IT'S NOT BEEN A RUBBER STAMP PROCESS, BUT IT'S BEEN A PROFESSIONAL PROCESS AND THAT'S BEEN BECAUSE OF COUNCILMEMBER MCCRACKEN. HE'S BEEN WILLING TO LOOK AT ODD SITUATIONS THAT HE DIDN'T WANT TO ACKNOWLEDGE, BUT HE WAS WILLING TO DRIVE AROUND SOME OF THESE PLACES, LOOK AT SOME OF THESE THINGS APPEARED SEE WHAT SOME OF THE REAL ISSUES WERE AND WE'VE BEEN ABLE TO WORK THROUGH THAT. BREWSTER TURKS FOR BEING HANS ON ON THIS THANK..... DEAL. WE ARE HERE TO SUPPORT THIS AND IT'S NOT A PERFECT PROCESS, BUT WE'RE HAPPY WITH THE WAY IT'S TURNED OUT. WE HAVE A COUPLE OF CONCERNS. ACTUALLY, I GUESS COUNCILMEMBER DUNKERLEY WAS LOOKING AT MY NOTES OR SOMETHING, BUT ONE OF THEM WAS ON THE STAFF AND WE'VE TALKED ABOUT THIS CONTINUALLY IN THE TASKFORCE MEETING. IT WILL TAKE IT NOT EXISTING STAFF, THEY'RE WONDERFUL, BUT THERE'S ONLY SO MANY OF THEM. AND YOU ASKED THEM TO DO A LOT. SO THERE WILL NEED TO BE ADDITIONAL STAFF RESOURCES IN ORDER TO IMPLEMENT THIS ORDINANCE. THAT WILL TAKE SOME BUDGET AMENDMENTS, AND I KNOW YOU'RE WORKING ON YOUR BUDGET. SO WE WOULD ENCOURAGE YOU TO LOOK AT THE APPROPRIATE ADDITIONAL RESOURCES TO THE STAFF TO BE ABLE TO HANDLE THE IMPLEMENTATION OF THE ORDINANCE. THE SECOND CONCERN THAT WE HAVE, AGAIN WE'VE DISCUSS IT HAD IN THE TASKFORCE AND WITH THE COUNCILMEMBER SIENT. WE REALLY WANTED THE SIGN PIECE TO COME FORWARD WITH THIS, BUT THAT'S NOT GOING TO HAPPEN. WE'RE OKAY WITH THAT. THE TASKFORCE ACTUALLY HAS SOME LANGUAGE ON SIGNS THAT WAS AGREED TO. LOGISTICALLY IT WAS JUST TOO MUCH TO GET DONE BY THIS DATE AND THERE WERE OTHER REASONS TO GET THIS PIECE DONE. SO IF AS WE GO THROUGH THE SIGN PROCESS



AS LONG AS WE CAN STAY WITH THE TASKFORCE RECOMMENDATION, WE CAN SUPPORT THAT WITH THAT EXCEPTION AS WELL. AND SO THAT'S REALLY ALL WE HAVE TO SAY. WE WANT TO THANK YOU AGAIN FOR THE OPPORTUNITY TO BE AT THE TABLE AND PARTICIPATE IN THE PROCESS AND THANK YOU FOR GIVING US THE SPACE TO WORK THROUGH THIS, AS COUNCILMEMBER MCCrackEN, IT'S REALLY BEEN AN EXCELLENT PROCESS. THANK YOU. AND WE'LL ANSWER QUESTIONS TAZ GOES ALONG, WE'RE AVAILABLE.

Mayor Wynn: THANK YOU. NEXT SPEAKER IS JURY REGARD GERARD KINNEY. YOU WILL BE FOLLOWED BY LAURA MORRISON WHO C'LL BE FOLLOWED BY KATHY EK HE ECHOLS.

I'M GERARD KINNEY, REPRESENTING THE DESIGN COMMISSION. RICHARD WISE AND I BOTH REPRESENTED THE DESIGN COMMISSION, BUT I DON'T THINK HE CAN BE HERE TONIGHT SORRY I'M SPEAKING FOR BOTH OF US. THE SIGN COMMISSION AS YOU FOE FROM THE LETTERS WE'VE SENT IS VERY MUCH IN SUPPORT OF THIS ORDINANCE. AND FROM A DESIGN POINT OF VIEW, WE THINK IT'S ONE OF THE MOST IMPORTANT THINGS THE CITY HAS REALLY EVER DONE. I PERSONALLY AM VERY APPRECIATIVE TO COUNCILMEMBER MCCrackEN'S LEADERSHIP IN THIS BECAUSE THIS WAS A TOUGH ONE TO BRING THE COMMUNITY TOGETHER ON. IT'S VERY HARD TO DO. AND AS AN ARCHITECT, I OFTEN ACT AS AN ARBITRATOR BETWEEN NEIGHBORHOOD ASSOCIATIONS AND DEVELOPERS. IT KIND OF WHAT WE DO, AND THAT'S WHAT BREWSTER WAS DOING IN SPADES HERE. AS SOMEONE ELSE SAID, IT'S NOT A PERFECT ORDINANCE. NONE OF US GOT EVERYTHING WE WANTED OUT OF THIS, BUT THIS IS THE FIRST TIME WHERE THE CITY HAS REALLY FOCUSED ON HOW TO GET THOSE CONCEPTS THAT ENVISION CENTRAL TEXAS HAS ESTABLISHED ABOUT DENSE, NODAL DEVELOPMENT THAT WORKS, THAT WORKS IN THE CITY, THAT ALLOWS US TO DEVELOP IN A WAY THAT THE QUALITY OF LIFE DOWN AT THE STREET WILL BE OF VALUE AND BENEFIT TO ALL OF THE USERS. AND SH OF THE THING THAT I WANTED TO SEE ARE STILL IN THERE. THE SHADED SIDEWALKS, THE FUNCTIONAL COMPONENTS THAT MAKE THE STREET LEVEL REALLY

FUNCTION FOR PEOPLE IN AUGUST SUN IN TEXAS, THE ESPECIALLY FA SOIS THE PEDESTRIAN AMENITIES IS REALLY THE FOCUS. AND THE ABILITY TO HAVE TRUE MILKED USE AND REALLY HAVE INCENTIVES FOR MIXED USE WITH AFFORDABLE HOUSING, THAT THEY'RE ALL INGREDIENT FOR THESE THINGS TO WORK AS WE GET DENSER AND DENSER IN OUR CITY. THEY ALSO, I WILL SAY -- THIS WHOLE THING WILL SEND A SIGNAL TO ALL OF THE COMMUNITIES, THE DEVELOPMENT COMMUNITY, THE NEIGHBORHOOD COMMUNITIES THAT THE CITY IS REALLY SERIOUS ABOUT HELPING DEAL WITH THE DENSITY THAT WE ARE ACTUALLY FACING. AND THAT IT CAN BE DONE IN A WAY THAT THE DENSITY AT THE NODES ACTUALLY PROVIDE SOME PROTECTION TO THE FABRICS OF THE NEIGHBORHOODS THAT ARE THERE. IT CAN ACTUALLY TAKE PRESSURE OFF OF THEM BECAUSE IT ABSORBS THE KIND OF GROWTH THAT THEY WOULD OTHERWISE EXPERIENCE. THANK YOU VERY MUCH.

Mayor Wynn: LAURA MORRISON, WELCOME. YOU WILL HAVE THREE MINUTES AND BE FOLLOWED BY KATHY ECHOLS.

GOOD EVENING, EVERYONE. I'M PLEASED TO BE HERE IN SPORT OF WHAT YOU HAVE BEFORE YOU. I THINK THAT IT'S GOING TO BRING A LOT OF POSITIVE OUTCOMES FOR NEIGHBORHOODS. WE'RE GOING TO BE GETTING REDEVELOPMENT IN OUR NEIGHBORHOODS THAT'S PEDESTRIAN ORIENTED, THAT BRINGS ECONOMIC DIVERSITY BECAUSE WE'LL BE GETTING SOME AFFORDABLE HOUSING AND MIXED USE, WHICH IS ALWAYS A GOOD THING, IT BRINGS SERVICES AND MORE RESIDENTS TO OUR NEIGHBORHOODS. AT THE SAME TIME,, THE OPT IN, OPT OUT PERIOD MECHANISM IS REALLY KEY TO BEING ABLE TO CUSTOMIZE SPACE SO THAT NEIGHBORHOODS CAN DEAL WITH THOSE ISSUES THAT ARE GOING TO BE PROBLEMATIC FOR THEIR SPECIFIC AREAS. I THINK THAT THAT'S KEY FOR THE NEIGHBORHOOD SUPPORT, DOING IT PROPERTY BY PROPERTY. FRAND A PRACTICAL STANDPOINT, I THINK WHAT YOU'RE GOING TO SEE IS THAT IT'S GOING TO BE DONE IN SWATHS WHERE IN THIS AREA ON THIS STREET IT GOING TO BE FINE, WHEREAS IT WOULD BE PROBLEM.....PROBLEMATIC ON A DIFFERENT AREA. SO I THINK THAT THAT COULD HELP TO MINIMIZE THE ACTUAL

STAFF EFFORTS. IT'S ALSO GOING TO BE A NEIGHBORHOOD EFFORT, BUT YOU'VE PROBABLY NOTICE UNDERSTAND THAWN NEIGHBORHOODS TEND TO BE ALWAYS WILLING TO CHIP IN AND MAKE THAT EFERLT WHEN THEY'RE GIVEN A VOICE SO. WE APPRECIATE THAT. SO I THINK THIS ORDINANCE REALLY SHOWS THAT WE CAN HAVE A MODEL FOR ACCOMMODATING GROWTH AND GETTING DENSITY IN SUCH A WAY THAT WE'RE AT THE SAME TIME PROTECTING OUR NEIGHBORHOODS, WHICH ARE THE THINGS THAT EVERYDAY LOVES ABOUT AUSTIN. I WANT TO ECHO THE ACADEMY AWARDS SPEECH THAT SIS DID. IT'S BEEN A CHALLENGING PROCESS AND A LOT OF HOURS, BUT THANKS TO THE LEADERSHIP OF COUNCILMEMBER MCCRACKEN, I THINK EVERYBODY REALLY PICKED UP HIS DRIVE FOR REACHING CONSENSUS AND HE MANAGED TO KEEP THE DISCUSSION ON TARGET WHEN IT WAS VEERING OFF, AS IT DID ON OCCASION. AND ALSO TO THANK ALL THE STAFF MEMBERS AND THE OTHER TASKFORCE MEMBERS BECAUSE THEY REALLY WERE -- I THINK EVERYBODY REALLY WAS COMMITTED TO REACHING A CONSENSUS, WHICH IS A WIN FOR THE WHOLE COMMUNITY. THANKS.

Mayor Wynn: KATHY ECHOLS. WELCOME. YOU WILL BE FOLLOWED BY JEFF HOWARD.

YOU GET THREE FOR ONE HERE. I'M KATHY ECHOLS AND I'VE BEEN SEBBING..... SEBBING ON THE COMMERCIAL DESIGN TASKFORCE WITH BREWSTER MCCRACKEN AND I WOULD LIKE TO THANK MEMBERS OF THE COUNCIL FOR THEIR SUPPORT OF THIS IDEA, AND IN PARTICULAR BREWSTER FOR SHEPHERDING US THROUGH WHAT HAS BEEN AN ARRESTEDIOUS AND AT TIMES TENSE PROCESS. BUT I THINK THE ORDINANCE THAT WE HAVE COME UP WITH IS ONE THAT -- SORRY. HOW ABOUT IF I SWITCH? IS ONE THAT IS REALLY GOING TO -- [ LAUGHTER ] TALK ABOUT JUGGLING THINGS. HAS BEEN A TRUE COMPROMISE AND IS SOMETHING THAT WE CAN BE PROUD OF. AND AS BOARD MEMBER OF LIVEABLE CITY, I'M REALLY PLEASED AND I BELIEVE THAT THIS DOCUMENT WILL LEAD TO A MORE PEDESTRIAN FRIENDLY STREETS, MORE TRANSIT FRIENDLY COMMUNITIES AND WILL HELP TO CREATE REAL PLACES THAT PEOPLE CAN -- THAT ARE DESIRABLE AND APPEALING. AS A LONG TIME NEIGHBORHOOD ACTIVIST, I FEEL LIKE

WE'VE BUILT IN A LOT OF PROTECTIONS FOR NEIGHBORHOODS AND HAVE GIVEN THEM IN CERTAIN PARTS OF THE ORDINANCE OPTIONS ON HOW TO CHOOSE TO TAYLOR CERTAIN PROVISIONS TO THEIR NEIGHBORHOOD. AND AS A BOARD MEMBER OF HOUSING WORKS, I FEEL THAT THE AFFORDABLE HOUSING PROVISIONS THAT ARE ATTACHED TO THE VERTICAL MIXED USE ZONING ARE A REALLY GOOD TARING POINT FOR WHAT -- STARTING POINT FOR WHAT CAN BE A WAY TO ATTACH AFFORDABLE HOUSING TO DENSITY BONUSES. AND I'M HOPEFUL THAT IT'S SOMETHING THAT WE CAN BUILD ON. AND THE VERTICAL MIXED USE CATEGORY WE WERE TRYING TO CREATE A BALANCE. WE WANTED TO CREATE SOMETHING FOR PEOPLE TO REALLY DO VERTICAL MIXED USE, BUT WE WANTED TO MAKE SURE THAT THE COMMUNITY WAS GETTING SOMETHING BACK. AND I THINK WE'VE ACHIEVED THAT. I THINK WHAT'S EXCITING ABOUT THIS IS THAT NOT ONLY DO WE HAVE A FOUNDATION THAT WE CAN BUILD FROM, BUT WE'VE ALSO SET SOME NEW GROUND IN TERMS OF REQUIRING THAT THESE UNIT BE ON SITE, WHICH I THINK IS A REAL NICE THING, WILL ENSURE THAT THESE UNITS REALLY GET BUILT. AND IN TERMS OF THE AFFORDABILITY TERMS, WHICH ARE 40 YEARS FOR REPRESENTATIVE AL AND PERMANENT FOR THE FOR SALE PRODUCTS. SO I THINK THAT'S REALLY EXCITING. AND I GUESS I CAN'T REALLY SPEAK FOR -- I WEAR A LOT OF HATS, BUT I CAN'T REALLY SPEAK FOR THE STAFF AND DEVELOPMENT COMMUNITY BURKE I DO FEEL THAT --, BUT I DO FEEL THAT WE'VE CREATED A DOCUMENT THAT IN MANY WAYS IS WORKABLE AND AT THE SAME TIME ALLOWS SOME FLEXIBILITY AND SOME OPTIONS FOR THOSE COMMUNITIES AS WELL. SO THANKS VERY MUCH. AND I'M SORRY TO BRING THE WHOLE FAMILY ALONG.

Mayor Wynn: THANK YOU.

McCracken: A LOT OF US CAN ESPECIALLY FA PA.....  
EMPATHIZE CAN KATHY.

Kim: KATHY, I WANTED TO TALK ABOUT PLAY DPROWNDZ. I NOTICE THAT ONE OF THE THINGS THAT WE INCLUDED ENCOURAGING PLAYGROUNDS AS A PUBLIC SPACE, AND I WAS WONDERING WHERE YOU WOULD SEE THAT TO BE AN

APPROPRIATE PLACE TO INCORPORATE THAT AND WHAT KINDS OF PLAZAS OR WHAT KIND OF USES WHERE WE COULD SEE SOME OF THAT GIVEN EVERYTHING THAT'S IN THE DESIGN STANDARDS AS WELL AS ENCOURAGING THAT PEOPLE CONSIDER PLAYGROUNDS MAYBE INSTEAD OF A PLAZA BECAUSE I DON'T KNOW IF THERE'S A POINT SYSTEM, IF PLAYGROUND GET MORE POINTS THAN A VACANT PLAZA BECAUSE I WOULD PREFER PLAYGROUND, IF IT WAS AN APPROPRIATE PLACE. OF COURSE, WE DON'T WANT THAT NEXT TO BUSY STREETS OR ANYWHERE THAT'S INAPPROPRIATE, BUT I WAS WONDERING IF YOU COULD WEIGH IN ON THAT.

WELL, I THINK IF WE REALLY WANT TO THINK ABOUT LIVEABLE COMMUNITIES, PLACES THAT ARE SPACES FOR -- THAT ARE WELCOMING NOT ONLY TO INDIVIDUALS, BUT ALSO..... ALSO TO FAMILIES. AND I THINK WE REALLY DO WANT TO CREATE A COMMUNITY THAT HAS FAMILIES IN ALL DIDN'T NEIGHBORHOODS. THAT'S HOW YOU HAVE A VIBRANT COMMUNITY. SO I DON'T THINK THE DOCUMENT AT THIS POINT REALLY GIVES PLAYGROUNDS PRIORITY OVER OTHER KINDS OF PUBLIC SPACES. AND OF COURSE, AS YOU SAID, IT GOING REALLY DEPEND ON WHAT IS THE MOST -- IT WILL DEPEND ON WHAT THAT PUBLIC SPACE IS LIKE. THERE ARE SOME THAT ARE NOT GOING TO BE APPROPRIATE FOR PLAYGROUNDS, BUT I THINK IT'S IMPORTANT THAT -- I THINK IT'S SOMETHING THAT WE AS A CITY AS WE'RE MOVING FORWARD NEED TO THINK ABOUT NOT NONL THE COMMERCIAL DESIGN STANDARDS, BUT ALSO AS WE'RE RETHINKING OTHER ASPECT OF THE CODE. AND AS WE'RE THINKING ABOUT DOWNTOWN IN PARTICULAR, WE WANT TO HAVE FAMILIES DOWNTOWN, THEN FWHEED TO THINK ABOUT CREATING THOSE KIND OF SPACES. I'M SORRY, I'M PROBABLY NOT GIVING THE CORRECT ANSWER. I'M A LITTLE DISTRACTED OBVIOUSLY.

Kim: SHE WANTS TO GET ON THE PLAY GROUND NOW.

THANKS FOR ASKING. IT'S A REALLY IMPORTANT QUESTION.

Kim: THANK YOU.

Mayor Wynn: JEFF HOWARD, THANK YOU.

KATHY, IT MADE ME THINK THAT THERE'S A REASON WE'RE THE FITTEST CITY, LIFTING BOTH THOSE KIDS AT THE SAME TIME.

DPEEFNG, THANK..... GOOD EVENING, THANK YOU, I'M JEFF HOWARD, A LOCAL LAND USE ATTORNEY AND I'M NOT HERE REPRESENTING ANY PERSON OR ORGANIZATION, BUT JUST AS SOMEONE -- THEY'RE CUTE, ARPT THEY? JUST AS SOMEONE WHO IS INVOLVED IN THE BUSINESS GENERALLY. WHAT I WANTED TO SAY WAS THANK YOU TO THE TASKFORCE AND STAFF AND CLARION AND ESPECIALLY COUNCILMEMBER MCCRACKEN FOR WHAT I THINK IS A THOUGHTFUL AND COMPREHENSIVE ORDINANCE, AND ALSO FOR -- I THINK FOR THE INCLUSIVE AND PROFESSIONAL MANNER THAT THIS PROCESS HAS BEEN CONDUCTED. AND I DO CERTAINLY SUPPORT THE POLICY BEHIND THE ORDINANCE. WHAIPTED TO SAY IN ADDITION TO THAT WAS THAT LIKE THE MAYOR PRO TEM, I JUST GOT THIS DRAFT ORDINANCE APPEARED SO I WAS GLAD TO HEAR THE GENTLEMAN FROM CLARION OFFER TO MEET WITH PRIVATE INTERESTS AND WALK THROUGH HOW THIS ORDINANCE WILL AFFECT SITES OR SPECIFIC SITE DEVELOPMENT SCENARIOS. AND SO I'LL LOOK FORWARD TO TAKING HIM UP ON THAT OFFER AND THANK YOU VERY MUCH.

McCracken: MAYOR? I DO WANT TO EMPHASIZE, I THINK EVERYBODY ON THE TASKFORCE KNOWS THAT WE DIDN'T GET THIS 100% RIGHT, AND WE'VE GIVEN IT OUR BEST EFFORTS, BUT WHAT WE ALL HAVE IS A COMMITMENT THAT WE'RE GOING TO LOOK AT THIS OTHER THE NEXT YEAR AND TAKE THE ALTERNATIVE COMPLIANCE PROVISIONS AS A WAY TO TRY TO FIX THIS RATHER THAN GOINGT BOARD OF ADJUSTMENTS, BUT ALSO COME BACK IN A YEAR AND SEE WHAT ISN'T WORKING AND NEEDS TO BE FIXED. AND SO THERE IS A REAL EFFORT -- ALSO WE DO TAKE SEAR CRUSLY IF PEOPLE IN THE COMMUNITY HAVE IDENTIFIED STUFF THIS EVENING THAT DOESN'T WORK THAT WE NEED TO BE AWARE OF, WE'VE MADE A LOT OF CHANGES SO FAR AND I THINK THE INTENG THIS EVENING IS TO DO FIRST READING, NOT CLOSE THE PUBLIC HEARING, COME BACK IN TWO WEEK AND TAKE UP SECOND AND THIRD AND CLOSE THE PUBLIC

HEARING AT THAT POINT. WE WANT TO MAKE SURE ESH HAS HAD A CHANCE TO FILTER THROUGH THIS AND THAT WE'RE NOT MISSING ANYTHING.

Mayor Wynn: MAYOR PRO TEM. DUNK COUNCILMEMBER MCCracken, I THINK THAT'S A GOOD COULDN'T AND I THINK THIS FAIRLY LONG PERIOD THAT WE'VE GOT TO IMPLEMENT WILL ALSO GIVE US SOME TIME IF WE SEE ANY OTHER THINGS THAT MAY BE A STUMBLING BLOCK TO A REALLY GOOD INTENT AND I THINK A REALLY GOOD DOCUMENT RIGHT NOW. BUT I'M FWHAD..... GLAD TA HEAR YOU SAY WE'RE GOING TO WATCH THIS FOR 12 MONTHS AND COME BACK AND TWEAK THOSE THINGS THAT AREN'T WORKING LIKE WE WANTED TO.

Mayor Wynn: THANK YOU ALL. NEXT SPEAKER IS JENNIFER MCPHAIL. YOU WILL BE FOLLOWED BY CAROL LEE.

I'M JENNIFER.. MCPHAIL AND I'M WITH ADOPT DAPT OF TEXAS. ADAPT ALSO SHARES CONCERN ABOUT THE LACK OF CEABILITY LANGUAGE IN THE DOCUMENT. -- ACCESSIBILITY LANGUAGE IN THE DOCUMENT. WE FOUND SOME LANGUAGE ON VERTICAL MIXED USE IN THE FAIR HOUSING ACT THAT H.U.D. HAD WRITTEN UP, SOIPTED TO -- SOIPTED TO LEAVE THAT HERE WITH YOU TONIGHT BECAUSE UNFORNNLY WE'VE SEEN A LOT OF PROBLEMS WITH MIXED USE APPEARED LACK OF ACCESSIBLE DWELLING UNITS AND WE WANT TO MAKE SURE THAT WE GET THIS RIGHT. AND I'M NOT TOO CLEAR ON WHAT THE PROCESS WILL BE FOR DRAFTING THAT LANGUAGE AND PUTTING IT IN. I BELIEVE COUNCILMEMBER MCCracken SAID THAT OVER THE NECK TWO.... -- NEXT TWO WEEKS WE'LL BE LOOKING AT LANGUAGE TO PUT IT IN BEFORE THE LAST READING, BUT I WANTED TO MAKE SURE OF THAT. I I 1U REALLY HEARD ANYBODY SAY THAT THEY'RE AGAINST WRITING SOME LANGUAGE AND PUTTING IT IN THERE, SO I REALLY ONCE AGAIN URGE YOU TO DO SO. I THINK IT'S VERY IMPORTANT, AND IN THE TIMES THAT WE'VE WORKED WITH DEVELOPERS THEY REALLY SAY THAT UNIFORMITY AND CONSISTENCY IS VERY IMPORTANT WHEN BUILDING ACCESSIBLE FEATURES. SO IT'S NOT NECESSARILY A BAD THING TO BE REDUNDANT, IT'S ACTUALLY A GOOD THING. AND THAT'S ABOUT IT.

THANKS.

Mayor Wynn: THANK YOU. AND THE REASON WHY WE'RE CONDUCTING THIS..... PUBLIC HEARING AND NOT TAKING ACTION ON ALL THREE READINGS TODAY IS FOR THAT VERY REASON, FOR US TO GET SOME TECHNICAL FEEDBACK AND LIKELY HAVE SOME ADJUSTMENTS TO THE ORDINANCE AND LANGUAGE BEFORE WE PASS IT ON THIRD READING.

THANK YOU. HAVE A GOODNIGHT.

Mayor Wynn: CAROL LEE. WELCOME. YOU WILL HAVE THREE MINUTES AND BE FOLLOWED BY LAURIE RENT REAR I CAN'T.

THANK YOU. MY NAME IS CAROL LEE AND I'M FROM THE PLUMB LAKE NEIGHBORHOOD OFF CITY PARK ROAD, WHICH IS ALSO A MEMBER OF THE 2222 COALITION OF NEIGHBORHOOD ASSOCIATIONS. I DO WANT TO START OFF APPLAUDING THE EFFORT OF THIS TASKFORCE AND THE GOAL OF IMPROVING THE DESIGN STANDARDS WITHIN OUR URBAN AREAS. I THINK THAT'S A TREMENDOUS GOAL, AND ALTHOUGH WE JUST GOT THIS DOCUMENT YESTERDAY, I THINK IT HAS A LOT OF GOOD THINGS ABOUT IT. THE THING THIS I FOUND ALARMING WAS TO SEE THAT THE HILL COUNTRY ROADWAYS WERE INCLUDED IN THERE. AND I FEEL LIKE SOME STAKEHOLDERS IN THE HILL COUNTRY CORRIDORS WERE OMITTED FROM THIS. CONA REPRESENTS SEVEN NEIGHBORHOODS, THREE THOUSAND RESIDENT AND WE CONTRIBUTE OVER \$12 BILLION TO THE TRAVIS COUNTY TAX ROLLS, AND I THINK WE'VE BEEN VERY VOCAL IN INDICATING THAT WE'RE INTERESTED IN HOW THE CORRIDOR GET DEVELOPED. AND I HOPE THAT WE'RE ABLE TO LEARN MORE ABOUT THESE DESIGN STANDARDS AND GET CLARIFICATION ON HOW THEY RELATE TO THE HILL COUNTRY ROADWAYS. I GAVE A COUPLE OF OVERHEADS -- AND I JUST WANTED TO SPEND A MINUTE. I KNOW Y'ALL ARE PROBABLY AWARE OF THESE THINGS, BUT WHY THE HILL COUNTRY ROADWAY AND CORRIDORS ARE DIFFERENT THAN OUR URBAN AREAS. AND WE HAVE SOME REAL CHALLENGES WITH MAKING IT A PEDESTRIAN FRIENDLY AREA BECAUSE OF THE GEOLOGICAL DIFFERENCES UPON THE BOARD. THE HILL COUNTRY IS SHOWN IN BLUE ON THERE GOING RIGHT THROUGH BULL CREEK AND WEST BULL CREEK



WATERSHED, WHICH IS A CRITICAL DRINKING WATER SUPPLY. ON THE OTHER ONE IT SHOWS THE CORRIDORS ALSO OUTLINED IN BLUE AND ALL THE YELLOW AND GREEN AREAS ARE HABITAT PRESERVES FOR ENDANGERED SPECIES. SO WE DON'T HAVE THE GRID SYSTEM, THE CONNECTIVITY. WE'VE RUN INTO HILLS, PRESERVES, BLUFFS, CARS, RIVERS, LAKES, STREAMS, CREEKS, AND SO I'M A LITTLE CONCERNED WHEN I START SEEING THINGS THAT INDICATE THAT YOU CAN BRING URBAN HIGH DENSITY DEVELOPMENT TO THE SENSITIVE AREAS. AND I'M CONFUSED WITH THE -- WHAT TRUMPS OVER WHAT. WE'VE HAD A PROBLEM -- I THINK I IN THE LAST FEW WEEKS SHOWED YOU THE ROADWAY CLASSIFICATIONS AND HOW MANY ERRORS WE HAVE FROM THE SAME CITY DOCUMENTS, THE SAME ROADWAYS, CLASSIFYING THEM DIFFERENT WAYS. AND SO WITH DESIGN DEVELOPMENT STANDARDS THAT ARE BASED OUT OF THE ROADWAY CLASSIFICATIONS, IT VERY IMPORTANT TO GET THAT RIGHT TOO. THE OPT IN, OPT OUT SOUND VERY INTERESTING. KONA AND ALL THE NEIGHBORHOODS OUT THERE HAVE BEEN TRYING TO GET A NEIGHBORHOOD PLAN. WE'RE IN THE FUTURE AREA THAT DOESN'T EACH HAVE A NAME YET AND NOBODY IS INTERESTED IN WORKING WITH US. WE'RE CONCERNED IT'S GOING TO BE DEVELOPED BEFORE WE HAVE A CHANCE TO GET A NEIGHBORHOOD PLAN. AND WE HAVE AN ORGANIZATION FOCUS, EVERYTHING, BUT WE AREN'T ON THE RADAR YET TO DO THAT. SO I'M A LITTLE CONCERNED ABOUT THAT. I HOPE THAT IN THE NEXT COUPLE OF WEEK WE CAN WORK WITH THE PEOPLE WHO ARE MOST KNOWLEDGEABLE ABOUT THESE DESIGN STANDARDS AND GET SOME CLARIFICATION ON THESE THINGS AND UNDERSTAND WHETHER THERE ARE SOME ASPECTS OF IT THAT COULD EVEN IMPROVE THE DEVELOPMENT THROUGHOUT. THAT'S POSSIBLE. WE JUST DON'T UNDERSTAND IT. SO THANK YOU.

Mayor Wynn: THANK YOU. LAURIE, WELCOME. YOU WILL HAVE THREE MINUTES AND BE FOLLOWED BY TOMAS PENTON.

THANK YOU, MAYOR AND COUNCIL. CONGRATULATIONS COUNCILMEMBER MARTINEZ AND COLE. IT'S THE FIRST TIME I GET TO ADDRESS U AND THANK YOU, BREWSTER, FOR PULLING TOGETHER A VERY DIVERSE GROUP AND WORKING

THEM LIKE DOGS FOR AT LEAST OVER A YEAR. I'M WITH THE EAST CESAR CHAVEZ NEIGHBORHOOD, AND WE WERE THE BEGIN ANY PIGS. WE'RE THE ONES THAT STARTED NEIGHBORHOOD PLANNING AND ASKED FOR A MIXED USE OVERLAY FOR OUR ENTIRE NEIGHBORHOOD. THE OPT IN, OPT OUT IS CRITICAL FOR US BECAUSE EVERY SINGLE PROPERTY IN OUR NEIGHBORHOOD IS ZONED MIXED USE AND WE HAVE SPOT CS. WE'RE NOT TALKING NEIGHBORHOOD OFFICE, LGHT ZONING, WE'RE TALKING CS ZONING ON LOTS ALL ALONG HOLLY STREET. SO IT'S CRITICAL THAT YOU ALLOW US THE OPT IN, OPT OUT, WHETHER IT'S ON THE CORE TRANSIT CORRIDOR OR NOT, THAT WE LEARNED TONIGHT. AND WE DON'T HAVE THE CAPACITY, WE HAVE THE KNOWLEDGE AND THE YOU COMPETENCY TO DEAL WITH OUR DECISIONS OVER THE NEXT 135 DAYS, BUT I WOULD URGE YOU TO DIRECT THE STAFF TO HOLD SOME WORKSHOPS, MAYBE FOUR IN ALL PARTS OF TOWN YOU, SO THAT SMALL GROUPS OF NEIGHBORHOOD PLANNING TEAMS AND ORGANIZATIONS CAN GET A TRAINING WITHIN THE 90 DAYS. WE ALSO ARE NOT GOING HAVE THE CAPACITY. WE'RE ALL VOLUNTEER, TO DO A LOT BY LOT OPT IN, OPT OUT FOR THE NON-CORE TRANSIT CORRIDORS. SO WE WOULD LIKE THE ABILITY TO BE ABLE TO SAY HOLLY'S OUT FOR VERTICAL MIXED USE. FOR US TO HAVE TO GIVE EVERY PROPERTY, IT WILL TAKE TOO MUCH STAFF TIME AND TOO MUCH OF OUR TIME. SO WE WOULD LIKE THE ABILITY TO JUST SAY, CS PROPERTY ON THESE STREETS WE'RE OPTING OUT OF. IF YOU DON'T GIVE THAWS OPTION,.....US THATOPTION, I'M AFRAID WE WILL REQUEST A PLAN AMENDMENT AND REMOVE THE MIXED USE OVERLAY, WHICH IS NOT HEALTHY FOR OUR NEIGHBORHOOD. OUR NEXT CONCERN IS THE SMALL BUSINESSES. I KNOW THERE'S A PROCESS HERE, THE ALTERNATE WAIVER COMPLIANCE THING, BUT OUR SMALL BUSINESSES,ER TIME THEY GET -- EVERY TIME THEY GET SOME KIND OF NOTICE FOR THE CITY, THEY COME TO THE TEAM TO SAY WHAT IS THIS OFFICE AND THEY'RE NOT GOING TO GO OUT AND HIRE THESE HIGH DOLLAR CONSENSUS. WHAT WILL HAPPEN IS THEY'LL SAY I WANT TO... TO REDEVELOP MY PROPERTY OR I OWN THIS HOUSE ON CESAR CHAVEZ AND WE WANT TO OPEN UP A FLOWER SHOP AND IF STAFF SAYS, YOU WILL HAVE TO GO THROUGH

THIS COMPLIANCE AND PAY 400 DOLLARS, THEY'RE JUST GOING TO START SELLING OFF. AND WHAT WE'LL SEE IS CALIFORNIA INVESTORS AND THEY'LL PUT THE BLOCKS TOGETHER AND RIP DOWN HOUSES AND PUTTING IN NEW HIGH-TECH BUILDINGS, WHICH WILL RUIN THE CHARACTER OF OUR HISTORIC NEIGHBORHOODS. RATHER THAN SUBJECT OUR SMALL BUSINESSES TO A PROCESS THEY ARE NOT FAMILIAR WITH, WE WOULD LIKE IT YOU TO WRITE IN IN THE PROCESS FOR COMPLIANCE SIMILAR TO THE PLAN AMENDMENT FLOW CHART THAT YOU HAD. THEY CAN COME TO THE NEIGHBORHOOD PLANNING TEAM, WE CAN WORK WITH THEM, WE CAN MAKE AN ENDORSEMENT THAT THEY BE ALLOWED TO DO THE PROJECT, AND THEN IT SAVES EVERYBODY A WHOLE LOT OF TIME AND MONEY, SO THEN THE STAFF CAN EITHER USE THEIR DISCRETION TO DO IT OR SAY THE PLANNING TEAM AND WE AGREE AND TAKE IT RIGHT TO THE PLANNING COMMISSION AND SAVE TIME AND MONEY FOR EVERYONE. SO THAT'S OUR REQUEST AT THIS TIME. THANK YOU.

Mayor Wynn: THANK YOU. TOMAS PENTON. THANK YOU.

I'M REPRESENTING SMALL BUSINESS PEOPLE AND THE LANDOWNERS. I'M A LATE COMER TO THE TASKFORCE, BUT I FEEL THE ORDINANCE HAS A LOT TO CATCH UP WITH SMALL PROPERTIES AND SMALL BUSINESSES. THIS ORDINANCE, YOU SAW THE PRESENTATION, IT'S BEEN WRITTEN FOR MAINLY VERY LARGE TRACTS. WHEN YOU TRY TO APPLY THOSE GUIDELINES TO A SMALL LOT, THEY CAN'T COMPLY. THE WAY IT WRITTEN YOU CAN GO TO ALTERNATIVE COMPLIANCE, YOU CAN GO TO SOME KIND OF EXCEPTION, BUT WHEN YOU GET TO THAT PAGE THERE'S NO GUIDELINES AT ALL, IT'S JUST LEFT TO THE DIRECTOR'S DISCRETION. WHEN HAVE YOU THE PROBLEMS THAT SMALL LOTS WILL HAVE WITH THESE GUIDELINES, IT BECOMES TOO UNCERTAIN AND IT'S LEFT TOO MUCH TO CHANCE. BY THE WAY, I DO LIKE THIS ORDINANCE, I JUST WANT TO ADAPT IT TO A SMALL LOT WITH A LITTLE MORE CERTAINTY. SMALL LOTS AT THE END ARE THE MAJORITY LOTS IN THE CITY OF AUSTIN, ABOUT 70% OF ALL THE LOTS, OF ALL THE BUILDINGS IN TRAVIS COUNTY ARE 20,000 SQUARE FEET OR LESS. WHAT I WOULD LIKE TO ASK AS SOON AS POSSIBLE BEFORE THE NEXT READING IS TO HAVE STAFF ASSIST US ON TESTING

THIS ORDINANCE ON SMALL LOTS AND THEN FROM THERE WE WILL LEARN MORE. THANK YOU.

Mayor Wynn: THANK YOU. PETER, WELCOME. YOU WILL HAVE THREE MINUTES. AND/OR YOU'RE TO BE FOLLOWED BY CAROL. IF SHE WANTS TO GIVE YOU HER THREE MINUTES, YOU CAN HAVE SIX. WELCOME.

MY NAME IS PETER (INDISCERNIBLE). I'M A RESIDENT OF LONG CANYON NEIGHBORHOOD AND I'M REPRESENTING 2222, KONA ALSO. WE HAVE ONLY RECENTLY BECOME AWARE OF THE PAG IN A TIEWD OF THIS EFFORT AND THE IMPACT THAT IT MIGHT HAVE ON THE HILL COUNTRY AREA IN WHICH WE RESIDE. OVERALL THE DEVELOPMENT DESIGN STANDARDS HAVE A BUNCH OF REALLY GREAT FEATURES, PARTICULARLY WITH PEDESTRIAN FRIENDLINESS AND THAT KIND OF THING. WE'RE ACTUALLY CONCERNED ABOUT THE STUFF OUT IN THE HILL COUNTRY AREA AND I'M AFRAID THAT OUR OBJECTIONS ARE MUCH MORE MODEST, GETTING TRAILS CONNECTING TO ANOTHER BY NEIGHBORHOODS AND WALKS TO CONNECT TO THE NEARBY NEIGHBORHOODS. BUT ALL THESE FEATURES ARE THEORETICALLY APPLICABLE TO THE HILL COUNTRY ROADWAY AREA. IT THESE ARE WRITTEN WITH AN URBAN AREA IN MIND, AND THE THING WE'RE CONCERNED ABOUT IS NOT THE INTENDED CONSEQUENCES OF THESE DESIGN STANDARDS, BUT HOW THEY MAY WORK OUT IN UNDESIRABLE WAYS. WE'VE BEEN DESIGNING THESE STANDARDS IN THAT LIGHT. WE'RE OPTIMISTIC ABOUT WORKING THROUGH THIS AND I THINK EVERYBODY HAS A COMMITMENT TO PREVENT SOME OF THE UNINTENDED CONSEQUENCES. AND WE HOPE TO WORK THROUGH A COUPLE OF REAL LIFE EXAMPLES AS MUCH AS WE CAN TO SEE HOW THESE THINGS WILL WORK OUT AND WHAT WE SHOULD BE AWARE OF. AT ANY RATE, THANK YOU AND GOOD LUCK WITH THIS PROCESS.

Mayor Wynn: THANK YOU, PETER. AND CAROL, WELCOME. YOU WILL HAVE THREE MINUTE AND BE FOLLOWED BY RICHARD WISE.

I VERY SELDOM GIVE PETER MY MIN.... MINUTES. I'M A VOLUNTEER FOR 2222, KONA. THESE DESIGN STANDARDS

ARE A GREAT EFFORT, BUT IT IS A VERY COMPLEX DOCUMENT AND I'M HERE TO TALK ABOUT PROCESS TODAY. AS YOU KNOW WITH ONLY ONE DAY TO REVIEW AND ANALYZE SOMETHING THIS COMPLEX, IT'S VERY DIFFICULT TO FIGURE OUT IN SUCH A SHORT PERIOD OF TIME WHAT THE IMPACT IS ON OTHER SKSZ OF THE LAND DEVELOPMENT CODE, WHICH IS OF MOST HAVE TO US AT THIS POINT. THERE ARE LOTS OF QUESTIONS THAT ARISE AND THERE ARE BOUND TO BE SOME UP... UPSETS WHEN HAVE YOU SUCH A LIMITED TIME TO RESPOND. UNFORTUNATELY THIS IS NOT THE FIRST THIEM HAS HAPPENED TO US. ON THE JULY 27TH COUNCILMEMBER A SITUATION CAME UP WITH CRITICAL DOCUMENTS WERE LEASED ONLY 24 HOURS BEFORE THE COUNCIL MEETING, PU PUTDING STRESS ON US IN TRYING TO RESPOND TO THOSE DOCUMENTS. AND I'M ASKING YOU WHATEVER NEEDS TO BE DONE, STAFFING OR WHATEVER, TO MAKE IT POSSIBLE FOR US TO HAVE A LITTLE BIT MORE REVIEW TIME THAN ONE OR TWO DAYS FOR MAJOR DOCUMENTS THAT HAVE TREMENDOUS IMPACTS ON OUR NEIGHBORHOODS. I KNOW THAT THERE ARE STAFFING ISSUES, BUT I DO THINK THAT WHEN DOCUMENTS CAN'T BE LEASED IN A REASONABLE REVIEW TIME THAT PERHAPS THE COUNCIL NEEDS TO POSTPONE HEARINGS ON THESE ITEMS. THIS HAS BEEN A MULTI-YEAR PROJECT AND I'M CONCERNED TO SEE THAT THERE ARE SOME MAJOR CHANGES BEING IMPLEMENTED IN THE DOCUMENT IN JUST THE LAST MONTH OR TWO. I'M HOPING THAT THIS PERIOD OF ADJUSTMENT WILL HAVE A CHANCE TO ADDRESS CONCERNS THAT HAVE YET PROBABLY TO ARISE BECAUSE OF THE LIMITED AMOUNT OF TIME THERE'S BEEN TO RESPOND. WHAT WOULD HAVE BEEN HELPFUL WOULD HAVE BEEN TO HAVE A DOCUMENT AVAILABLE TO US WHICH WOULD HAVE BEEN AN ANALYSIS OF HOW THE VARIOUS PROVISIONS OF THIS ORDINANCE AFFECT THE VARIOUS PROVISIONS OF THE EXISTING CODE, A CHART OR TABLE THAT SAYS THIS PROVISION WILL SUPERSEDE THAT PROICHTION OR SUBJEW GATE THAT PROVISION OR HAVE NO EFFECT ON THAT PROVISION, WHICH WOULD MAKE ITIERS FOR AN ORGANIZATION LIKE OURS TO GO THRAWND SAY HOW DOES THIS AFFECT THE HILL COUNTRY ROADWAY ORDINANCE. DISHOW IT AFFECT THE OTHER ORDINANCES THAT READBACK I AM HAVE BEEN IMPLEMENTED BY COUNCIL BEFORE. I COULDN'T FIND

ANYTHING BETWEEN THE NEW PROVISIONS AND THE OLD PROVISIONS. I KNOW THERE'S MORE STAFF WORK AND MORE EFFORT, BUT I THINK THAT IT COULD ALLAY SOME OF THE CONCERNS AND QUESTIONS THAT HAVE ARISEN. THE OTHER THING IT WILL DO IF YOU GOOD THROUGH THE EXERCISE OF DOING THIS, IT MIGHT SMOKE OUT CONFLICTS AND LOOPHOLES AND UNINTENDED CONSEQUENCES WHICH ARE INEVITABLE WHEN HAVE YOU SOMETHING THIS COMPLEX BROUGHT BEFORE THE PUBLIC AND THE COUNCIL. THANK YOU.

THANK YOU, CAROL.

Mayor Wynn: ACTUALLY, RICHARD WEISS, RON THROWER AND DANETTE SIGNED UP TO ANSWER QUESTIONS IF WE HAVE THEM. AND LISETTE SIGNED UP NOT WISHING TO SPEAK, IN OPPOSITION. SO COUNCIL, THAT'S ALL OF OUR CITIZEN SPEAKERS FOR THE PUBLIC HEARING. QUESTIONS, COMMENTS? COUNCILMEMBER MCCRACKEN.

McCracken: I WAS JUST GOING TO ADDRESS SOMETHING. THERE WERE SOME VERY GOOD QUESTIONS HERE AND I THINK WE'LL NEED HELP FROM MATT AND GEORGE ALSO, BUT THE -- ONE QUESTION I HAD, I HEARD FROM CAROL LEE WAS TO WHY INCLUDE HILL COUNTRY ROADWAYS. AND I GUESS GEORGE IF YOU COULD MAYBE SPEAK TO -- MY UNDERSTANDING IS THAT THE DOCUMENT BEFORE US EXPLICITLY SAYS THAT THE HILL COUNTRY ROADWAY ORDINANCE TRUMPS ANYTHING IN THE DESIGN STANDARDS. IF YOU COULD TALK TO THAT, GEORGE.

COUNCILMEMBER, IN THE CONFLICTING PROVISION SECTION OF THE DOCUMENT, THERE ARE A NUMBER OF SPECIFIC HILL COUNTRY ROADWAY PROVISIONS THAT ARE EXPLICITLY IDENTIFIED. JUST TO CLARIFY THAT THOSE DO SUPERSEDE THE DESIGN STANDARDS DOCUMENT. THERE ARE A NUMBER OF OTHER HILL COUNTRY ROADWAY STANDARDS IN THE LAND DEVELOPMENT CODE THAT EITHER THE DESIGN STANDARDS ARE SILENT ON, MEANING THAT THERE IS NO CONFLICT BETWEEN THE TWO AND THE HILL COUNTRY ROADWAY STANDARDS WOULD TAKE PRECEDENCE OR IN A FINITE NUMBER OF CASES, I THINK THERE'S ONLY ONE I'VE BEEN ABLE TO IDENTIFY IN THE E-MAILS ON THIS ISSUE

WHERE THE DESIGN STZ -- WHERE THERE IS A CONFLICT, THAT THE DESIGN STANDARDS PROVISION IS ACTUALLY ENHANCING THE HILL COUNTRY ROADWAY STANDARDS, AND THAT IS IN PARTICULAR THE EXTERIOR LIGHTING PROVISIONS OF THE DESIGN STANDARDS. IN YES OR NO, THOSE ARE THE -- THOSE ARE THE RELATIONSHIPS THAT WE SEE BETWEEN THE HILL COUNTRY ROADWAY ORDINANCE AND THE DESIGN STANDARDS. WE FELT LIKE THAT THOSE FOUR OR FIVE PROVISIONS THAT ARE IN THE -- EXPLICITLY MENTIONED IN THE DESIGN STANDARDS WERE PRN ENOUGH JUST TO -- IMPORTANT ENOUGH TO CLARIFY THAT THERE WAS POTENTIAL FOR CONFLICT THERE THAT WE WANTED TO CLARIFY THAT THOSE DO TAKE PRECEDENCE.

...

McCracken: AND I THINK IT'S A FAIR QUESTION, BUT HOW LONG IS A DRAFT OF THE DESIGN STANDARDS ORDINANCE SFWOINT'S WEBSITE? I THINK IT'S BEEN FOR THREE OR FOUR MONTHS ACTUALLY. MAYBE GEORGE OR MATT, WHEN WAS THE FIRST DRAFT COMPLETED IN IT WAS LIKE IN MAY OR APRIL?

FIRST DRAFT OF THIS ORDINANCE? I THINK IT WAS IN FEBRUARY.

McCracken: WE'VE HAD A TRRAFT OF THIS.....DRAFT OF THIS ORDINANCE STITES WEBSITE SINCE FEBRUARY OR MARCH AS I RECALL. AND WHAT WE SEE BEFORE US TONIGHT HAS SOME CHANGES, BUT BASICALLY THE CORE ISSUES WERE NEGOTIATED AND ADOPTED BY THIS COUNCIL, THE POLICY DOCUMENT, IN MAY AND NOVEMBER OF 2005.

AND COUNCILMEMBER, I JUST WANTED TO EMPHASIZE THAT WIELD WEED BE MORE THAN HAPPY TO SIT DOWN WITH THE FOLKS WHO HAVE EXPRESSED CONCERN OTHER THIS ISSUE AND WALK THROUGH THE SPECIFIC PROVISIONS AND BE GLAD TO IDENTIFY -- IF THERE ARE PROBLEMS AND HOW WE MIGHT ADDRESS THOSE.

McCracken: I WANT TO EMPHASIZE TOO THAT A LOT OF OUR MEMBERS KNOW THAT WE'VE HAD PROBABLY AT LEAST 100 MEETINGS, EVERY ONE OF THEM OPEN TO THE PUBLIC AND

NO SUCH THING AS A CLOSED MEETING. EVERY MEETING HAD BROAD REPRESENTATION FROM DEVELOPERS, NEIGHBORHOOD REPRESENTATIVES, FROM THE COMMUNITY, AFFORDABLE HOUSING ADVOCATES, AND SO I UNDERSTAND THAT SOME FOLKS MAY NOT BE AWARE OF THIS, BUT WE ARE VERY COMMITTED, AND IF Y'ALL FIND ANY PROBLEMS, LET US KNOW BECAUSE WE REALLY ARE COMMITTED TO MAKING SURE THAT THESE ARE IMPROVEMENT AND NOT A STEP BACK. SO KEEP YOUR EYES OPEN. WE HAVE TRIED VERY HARD AND I THINK AN EXAMPLE OR WHERE I THINK YOU WILL FIND AN IMPROVEMENT IS THE LIGHTING STANDARDS IN THIS ARE TOUGHER THAN THE HILL COUNTRY ROADWAY ORDINANCE STANDARDS SO YOU CAN ACHIEVE THE INTERESTS OF DARK SKIES. ANOTHER THING IS THE COUNTRY NEIGHBORS HAVE BEEN VERY GOOD ABOUT REQUESTING SIDEWALKS IN THE CANYON RIDGE P.U.D. THAT CAME BEFORE COUNCIL A COUPLE OF WEEK AGO. THIS ORDINANCE ACTUALLY STRENGTHENS YOUR HAND TO REQUIRE SIDEWALKS WITH THE PREVIOUS CODE, CURRENT CODE, HAD YOU TO FIGHT AGAINST THE CURRENT CODE TO ACHIEVE SOMETHING AS SIMPLE AS SIDEWALKS. NOW THIS ORDINANCE GIVES YOU THE TOOL TO HAVE SIDEWALKS. SO Y'ALL HAVE BEEN A GREAT MODEL FOR THE RIGHT WAY TO URBAN PLANK. PUT YOUR EYES ON THIS THING APPEARED MAKE SURE WE DON'T HAVE MISTAKES ON THAT BECAUSE WE'RE COMMITTED TO FIXING THEM IF THERE ARE. HOLLY IS NOT A CORE TRANSIT CORRIDOR, SO IT CAN ONLY COME IN AS A VERTICAL MIXED USE DENSITY BONUS IF HOLLY REQUESTS THAT IT COMES IN. IF HOLLY MAKES NO REQUEST THAT IT COMES IN, IT WILL NOT COME IN. THAT'S A REAL GOOD POINT. UNLESS YOU'RE IN A CORE TRANSIT CORRIDOR, HAVE YOU TO ASK TO COME IN. AND IF YOU DON'T ASK, IT DOESN'T COME IN. ON THE POINT THAT TOMAS HAD RAISED ABOUT THE SMALL LOTS COMPLYING OR NOT, WE'VE TESTED IT AND I DON'T RECALL IF TOMAS WAS THERE, BUT A LOT OF PEOPLE IN THIS ROOM WERE THERE, BUT WE'VE TESTED IT AND IT WORKS. WE'RE ALSO MINDFUL THAT IT WON'T WORK ON EVERY LOT BECAUSE OF A UNIQUE SITE ATTRIBUTE. SO THAT'S WHY WE LOOK AT THE ALTERNATIVE EQUIVALENT COMPLIANCE, FIGURE OUT IF WE HAVE A PROBLEM. BUT ULTIMATELY IT COMES TOWN TO WHERE TOMAS HAD A BUILT OF A DISAGREEMENT FROM THE



TASKFORCE, WHICH WAS UNANIMOUS IN OPPOSING WHAT HE WANTED. AND THIS COUNCIL HAS PREVIOUSLY BEEN UNANIMOUS IN WHAT TOMAS WAS PROPOSING AND THAT WAS THAT YOU PUT PARKING LTS IN FRONT OF BUILDINGS OR BEHIND IN OUR CORE WALKABLE AREAS. I THINK THAT'S A PHILOSOPHICAL DICHOS. WE'VE TESTED THIS, BUT WE ALSO RECOGNIZE THAT IT GOES INTO EFFECT AND WE MAY IT DISCOVER THINGS UNIQUE TO CERTAIN LOTS. THOSE ARE THE QUESTIONS I GOT ANSWERED AND I KNOW OUR COLLEAGUES WILL HAVE OTHERS TOO.

Mayor Wynn: COUNCILMEMBER COLE.

Cole: I AGAIN WANT TO ECHO WHAT'S BEEN SAID TO ECHO THE TAIG..... STAKEHOLDERS AND COUNCILMEMBER MCCracken FOR HIS WORK ON THE PROCESS. SIMILAR TO COUNCILMEMBER DUNKERLEY, I'LL JUST LEAVE THESE ITEMS JUST CIED OF OUT THERE FOR CLARION TO ADDRESS OVER THE NEXT COUPLE OF WEEKS OR SO WHILE WE'RE WOK LOOKING AT DETAILS OF THE ORDINANCE AND HOW WE CAN FINE TUNE IT. ONE OF THE THINGS THAT I AM CONCERNED ABOUT ALSO IS JUST THE BURDEN ON STAFF WITH THE OPT IN, OPT OUT PROVISION. I THINK WE NEED TO CAREFULLY LOOK AT THAT AND WHAT WE CAN DO TO MILK STHAWR WE DO NOT 'MAKE THEM ANY MORE MAD AT US THAN WE SOMETIMES DO. SECOND, I NOTICED THERE WAS NO DEFINITION FOR NEW CONSTRUCTION AND I NOTICED THAT THERE WAS AN EXEMPTION FOR INTERIOR REMODELING, BUT NOT EXTERIOR REMODELING. AND I THINK THE INTERPLAY BETWEEN NEW CONSTRUCTION AND EXTERIOR REMODELING NEEDED TO BES DEALT WITH SO YOU WOULD KNOW SPECIFICALLY WHEN YOU WERE EXEMPTED WHEN YOU'RE DOING EXTERIOR REMODELLING. SECOND TO THAT, I NOTICED THAT IN THE AL... ALTERNATIVE COMPLIANCE PROVISION THAT THERE WAS NO -- IT DIDN'T LOOK LIKE THERE WAS ANYPLACE ADDRESSING WHEN YOU COULDN'T FIND AN ALTERNATIVE COMPLIANCE PROVISION WHAT HAPPENS. AND I KNOW SOME PEOPLE HAVE MENTIONED THE PROCEDURES WITH THE ALTERNATIVE COMPLIANCE PROVISION, BUT ALSO I'M ASKING WHAT DO WE DO WHEN WE JUST CAN'T FIND ONE BECAUSE I THINK WE'LL FIND A FEW CIRCUMSTANCES LIKE THAT. THEN FINALLY, THE RESTAURANT REDEVELOPMENT EXCEPTION, I THOUGHT

THAT THAT COULD BE PLOID TO SOME OTHER BUSINESSES IN THAT LANGUAGE AND IT COULD BE BROADENED NOT TO APPLY TO RESTAURANTS, BUT ALSO INCLUDE OTHER SIMILARLY SITUATED BUSINESSES LIKE CONVENIENCE STORES. AND I THOUGHT THAT SHOULD BE LOOKED AT, AND WE JUST HAVE BROADER EXCEPTIONS AS OPPOSED TO JUST SPECIFICALLY DESIGNATE IT FOR A PARTICULAR INDUSTRY. AND OF COURSE NOT WANTING THE RESTAURANT ASSOCIATIONS TO NOT BE INCLUDED, BUT TO BE INCLUDED. WE KNOW THAT THEY'VE BEEN MAJOR STAKEHOLDERS AND THEY'VE DRAFTED A GREAT PROVISION AND I'M MAKING SURE THERE'S NOT OTHER INDUSTRIES THAT NEED TO BE APART OF THAT. THAT BEING SAID, I'LL LOOK FORWARD TO WORKING WITH YOU ON IT.

Mayor Wynn: THANK YOU, COUNCILMEMBER. I JUST HAVE A COUPLE OF COMMENTS OR QUESTIONS. GEORGE, HOW ARE WE HANDLING THE MUELLER AIRPORT SITE? OBVIOUSLY WE CRAFTED SOME VERY SPEFG DESIGN STANDARDS FOR THAT PRODUCT. HOW DOES THIS RELATE TO THAT?

THE MUELLER REDEVELOPMENT IS SPECIFICALLY EXEMPTED FROM THIS. AND THE THINKING ON THAT WAS JUST AS YOU EXPRESSED. WE'VE SPENT A LOT OF TIME AND ENERGY IN DEVELOPING A MASTER PLAN, VERY DETAILED DESIGN GUIDE LIEPZ AND PROCESSES IN TERMS OF ARCHITECTURAL REVIEW COMMITTEE FOR THAT REDEVELOPMENT AND WE WANT TO HONOR THOSE, AND EVERYONE THINKS IT'S A VERY SUCCESSFUL PROCESS AND APPROACH.

Mayor Wynn: AND SOMEWHAT RELATED TO THAT, LET'S TALK A LITTLE BIT ABOUT DOWNTOWN. I AM STRUCK WITH THE INNOVATIVE NATURE OF THE FACT THAT WE ARE USING ROADWAY TYPES AS THE FUNDAMENTAL DEFINING CRACK TICK OF WHAT THEN BUILDS INTO THIS LARGER SET OF STANDARDS. DOWNTOWN IS RELATIVELY STANDARD ALREADY. EVERY RIGHT-OF-WAY IS 80 FEET EXCEPT FOR CONGRESS AVENUE AT 120. ROADS FOR DIFFERENT REASONS, THE DIFFERENT TREATS HAVE SERVED DIFFERENT PURPOSES. SEVERAL ARE UNDERUTILIZED THAN OTHERS. IT'S SUCH A GRID, SUCH A STANDARD LAYOUT. WHAT'S THE THINKING THERE AND HOW IS DOWNTOWN

HANDLED ANY DEFINITELY THAN THE REST OF THE CITY?  
DIFFERENTLY THAN THE REST OF THE CITY?

THERE ARE DIFFERENT ROADWAY CLASSIFICATIONS DOWNTOWN, BUT I THINK ONE THING THAT MAKES DOWNTOWN DIFFERENT IS THE ECONOMICS OF DEVELOPING THRAND THE PATTERN THAT WE SEE THERE CURRENTLY IS MUCH CLOSER TO A KIND OF UBIQUITOUS CORE TRANSIT CORRIDOR. IT'S LESS AND LESS LIKELY THAT YOU WILL SEE A SURFACE PARKING LOT DOWNTOWN. THOSE ARE GENERALLY GOING AWAY, NOT BEING CREATED. SO I THINK THAT WE SEE THE APPLICATION OF THE STZ.... STZ AS KIND OF A SAFETY NET FOR DOWNTOWN, RECOGNIZING IT AS THE DOWNTOWN PLAN COMES FORWARD, IT MAY -- THEY MAY DEVELOP MUCH MORE DETAILED GUIDE LIEPZ THAT COULD SUPERSEDE THESE AND APPLY TO DOWNTOWN.

MAYOR, TO ADD TO THAT, ONE OF THE GUIDING PRINCIPLES OF THE TASKFORCE HAS BEEN TO RESPECT THE TAILORED DESIGN PROCESSES THAT HAVE ALREADY GONE ON IN DIFFERENT AREAS. ONE OF THOSE IS MUELLER. ONE OF THOSE IS THE GREAT TREATS PROGRAM. SO THE GREAT STREETS PROGRAM ALREADY HAS STANDARDS IN PLACE THAT SUGGEST SIDEWALK REQUIREMENTS FOR THE DOWNTOWN. AND SO IN DEFERENCE TO THAT, WHAT THIS DOCUMENT SAYS IS THAT IN THE DOWNTOWN THESE SIDEWALK STANDARDS DON'T APPLY. INSTEAD, YOU'RE ENCOURAGING TO COMPLY WITH THE SIDEWALK STANDARDS OF GREAT STREETS, WHICH IS ALREADY THE CASE. SO JUST A GENERAL PRINCIPLE OVERALL ISNA WE DON'T WANT TO TRUMP ANY NEGOTIATED SYSTEMS THAT HAVE ALREADY BEEN PUT IN PLACE.

Mayor Wynn: THANK YOU ALL. FURTHER COMMENTS, QUESTIONS? COUNCILMEMBER LEFFINGWELL.

Leffingwell: I'VE GOT SOME QUESTIONS ABOUT THE IMPERVIOUS COVER CREDIT. AND I UNDERSTAND THAT THE ENVIRONMENTAL BOARD HAS MADE A RECOMMENDATION THAT THERE BE A CAP ON THESE THESE 1U6Z, IS THAT.....CREDITS, IS THAT CORRECT? IS THAT SLATED TO BE INCLUDED IN THIS DRAFT ORDINANCE?

THE FIRST PART OF YOUR QUESTION IS CORRECT, THE ENVIRONMENTAL BOARD DID MAKE A RECOMMENDATION THAT THE IMPERVIOUS COVER ASSOCIATED WITH THE INTERNAL WITH SIDEWALKS ALONG INTERNAL CIRCULATION ROUTES BE LIMITED TO FIVE PERCENT OF THE BASE IMPERVIOUS COVER COVER LEVEL. I THINK THE -- IN TERMS OF NRPTING THAT ITEM INTO THE DOCUMENT, I KNOW THERE'S A LOT OF INTEREST IN THAT, AND WE ARE CERTAINLY AT THE COUNCIL'S DIRECTION ON THAT ISSUE.

Leffingwell: IT WOULD TRUMP THAT ORDINANCE?

THE CONNECTIVITY I THINK WE RECOGNIZE THAT THAT AREA IS PARTICULARLY SENSITIVE, AND THAT BY ADDING THE CONNECTIVITY REQUIREMENTS WHICH REQUIRE THE INTERNAL CIRCUMSTANCE LAYING ROUTES APPEARED THE SIDEWALKS THAT IT WOULD BE FOSTERING MORE IMPERVIOUS COVER, SO THAT AREA IS GIVEN SPECIAL CONSIDERATION.

Leffingwell: SO IN FACT, WE'RE ALSO REALLY NOT INTERESTED IN ENCOURNLING MORE DENSITY IN THE ENTIRE DRINKING WATER PROTECTION ZONE, WHICH INCLUDES THE BARTON SPRINGS ZONE, IS THAT CORRECT? BUT THIS EXCLUDES DOES NOT APPLY TO THE DRINKING WATER PROTECTION SOAP, ONLY THE BARTON SPRINGS ZONE?

THAT'S CORRECT, IN TERM OF THE IMPERVIOUS COVER ISSUE.

Leffingwell: WHICH SEEMS TO BE A LITTLE BIT INCONSISTENT WITH THE BLOCK LENGTH PROPOSAL WHICH DOES NOT APPLY AS I READ IT IN THE DRINKING WATER PROTECTION ZONE. IS THAT CORRECT?

I BELIEVE THE -- THERE WERE A COUPLE OF SPECIFIC EXEMPTIONS THAT APPLY IN THE DRINKING WATER PROTECTION ZONE. ONE IS FOR -- WELL, CORPORATE CAMPUSES ARE SPEFGLY EXEMPTED, AND OFFICE PROJECTS -- PROJECTS WITH OFFICE ZONING IN THE DRINKING WATER PROTECTION ZONE ARE PROTECTED.

AND THERE'S IN BLOCK LENGTH. THIS CONTAINS A BLOCK PRECINCT LENGTH OF 660, 330. AND THAT DOES APPLY IN THE DRINKING WATER PROTECTION ZONE?

IT APPLIES GENERALLY WITH THOSE TWO EXCEPTIONS.

Leffingwell: ALL RIGHT. I'VE GOT A QUESTION AND IT MAY HAVE TO BE ANSWERED BY WATERSHED DEVELOPMENT STAFF ABOUT IMPERVIOUS PAVERS. SO CURRENTLY IN THE CODE, DO WE HAVE ANY PROVISION, DO WE GIVE ANY CREDIT AS FAR AS IMPERVIOUS COVER CREDIT OR LACK THERE OF FOR THE USE OF IMPERVIOUS PAVERS?

THERE'S BEEN IN THE CODE FOR SOME TIME. THERE HAS BEEN IN THE CODE FOR SOME TIME A PROVISION WHERE PERMANENTABLE PAVERS AND INTERLOCKING PAVERS WOULD BE COUNTED AS NO IMPORTANT -- OR NO LESS THAN 80% IMPERVIOUS COVER. SO IT WAS PRIMARILY A MAXIMUM OF 20% IMPERVIOUS COVER. IF THE APPLICATION WAS APPROVED BY THE DIRECTOR AS A RECHARGE ENHANCEMENT FEATURE OR INNOVATIVE MANAGEMENT TECHNIQUE, AND IN DOING THAT THEY WOULD HAVE TO SUBMIT A PROPOSAL TO DEMONSTRATE WATER QUALITY IMPROVEMENTS AND THAT IT MET THE EQUIVALENT LAND DEVELOPMENT CODE AS CONTAINED WITHIN OUR WATER QUAWMENT SECTION.

Leffingwell: SO WE DO HAVE A DEFINITION, A CRITERIA ESTABLISHED FOR APPROVING IMPERVIOUS PAVERS?

UNDER THAT SECTION, YES. AND IT IS 20% AS OPPOSED TO MAYBE 100% CREDIT.

Leffingwell: IN OTHER WORDS, IF HAD YOU A SIDEWALK THAT WAS PAVED AS CALLED FOR IN HERE ENTIRELY WITH PERVIOUS PAVERS, HOW MUCH CREDIT WOULD THAT BE GIVEN NOW AS FAR AS IMPERVIOUS COVER?

UNDER OUR CURRENT CODE, ASSUMING THAT THEY MET ALL THE OTHER CRITERIA DEALING WITH DESIGN, INSTALLATION, COMING UP WITH A PROPOSAL THAT PROVED THAT THE NET EFFECT WOULD BE OFFICIAL FOR THE ENVIRONMENT, THEY WOULD STILL BE REQUIRED TO COUNT

80% OF THAT AREA AS IMPERVIOUS COVER.

Leffingwell: SO IF YOU HAD -- WITH THIS PROPOSAL had -- with this proposal..... , IF YOU DID HAVE A FIVE PERCENT CAP, I'M NOT ABLE TO DO THE MATH THAT QUICKLY IN MY HEAD, BUT USING ENTIRELY I AM PERVIOUS PAVERS, WHICH IS REQUIRED, THEN YOU LIKELY WOULD NOT EXCEED -- YOU WOULD NOT EXCEED CURRENT CODE FOR I AM FEDERAL RESERVEIOUS.....IMPERVIOUSSIDEWALK. DO YOU SEE WHAT I MEAN?

I THINK THE ISSUE IS THAT IF YOU'RE ALLOWING FOR A FIVE PERCENT INCREASE IN IMPERVIOUS COVER ON THE SITE FOR THE POROUS PAVEMENT, THAT IN ESSENCE IT REALLY TAKING THE PLACE OF WHAT MAY HAVE BEEN VEGETATED AREAS OR LAND LEFT IN ITS NATURAL STATE. SO THAT'S WHY I THINK WHEN YOU CONSIDER THE ENVIRONMENTAL BOARD RECOMMENDATION TO CAP IT AT FIVE PERCENT, I THINK IT'S BECAUSE OF THAT ISSUE THAT IT NOT NECESSARILY MAYBE HOW SOME OTHER COMMUNITIES HAVE TRADITIONALLY APPROACHED US IN TERMS OF PROMOTING PAVEMENT AS A SUBSTITUTE FOR THE ALREADY ALLOWED ASPHALT OR CONCRETE IN A DEVELOPMENT.

Leffingwell: OKAY SO. IF YOU HAD -- THIS GETS VERY CONFUSING. IF YOU HAD A SIDEWALK THAT WAS 100% PERVIOUS PAVERS, RIGHT NOW YOU WOULD ONLY -- YOU WOULD ONLY CREDIT 80% OF THAT AS IMPERVIOUS COVER.

CORRECT. [ONE MOMENT, PLEASE, FOR CHANGE IN CAPTIONERS] ON.

RIGHT.

OKAY. I'M JUST -- WHAT I'M TRYING TO GET AT IS -- I'M VERY CAUTIOUS ABOUT INCREASING IMPERVIOUS COVER IN THE DRINKING WATER PROTECTION ZONE, WHICH IS SOMETHING WE SAID WE DON'T WANT TO DO, AND IF WE HAVE THIS 5 PERCENT CAP, THAT SEEMS TO ME ADEQUATE TO PROVIDE THAT INSURANCE, WITH IN ADDITION TO THAT, PERVIOUS PAVERS ARE USED FOR THESE SWEAX. I DON'T THINK -- IN OTHER WORDS, I DON'T THINK WE'D GET AN INCREASE IN

IMPERVIOUS COVER EVER OVER WHAT WE COULD GET WITHOUT THE EXCLUSION.

ADDITIONALLY, WITH THE REQUIREMENT TO PROVIDE FOR WATER QUALITY TREATMENT AND DRAINAGE, TREATMENT WITH THAT AREA.

OKAY. WELL, I WANT TO TAKE A LOOK AT THAT -- THIS BETWEEN FIRST AND SECOND, THIRD READINGS AND SEE IF THERE'S SOME WAY WE CAN COME UP WITH A ?UIVEG FOR IT..... JIIVEG..... JUSTIFICATION FOR IT.

I THOUGHT THAT THE 5 PERCENT CAP WAS IN THE CURRENT DRAFT BEFORE US.

NO, IT IS NOT.

OKAY. WELL, I -- I MEAN, WE NEED A MOTION. THAT CERTAINLY MAKES SENSE. THERE'S GOOD -- I THINK AS COUNCIL MEMBER LEFFINGWELL HAS IDENTIFIED, THERE'S A BIG DIFFERENCE BETWEEN SIDEWALKS VERSES, SAY, ROADS, FOR INSTANCE, AND THAT WAS WHAT THE ENVIRONMENTAL BOARD LOOKED AT, WAS IF YOU COMBINED SAYING IT'S LIMITED TO SIDEWALKS, IMPERVIOUS PAVERS, IMPERVIOUS CONCRETE, AND IT'S -- AND IT'S NO MORE THAN A 5 PERCENT EXTRA BUMP AND IT'S JUST SIDEWALKS AND CURBS, THAT -- BASICALLY PERVIOUS CONCRETE, THAT -- MY UNDERSTANDING, THEY RECOMMENDED THAT APPROACH; IS THAT CORRECT?

THAT'S CORRECT.

THANK YOU, JOE.

MAYOR WYNN: COUNCIL MEMBER.

MAYOR, I JUST HAD A COUPLE QUESTIONS AND COMMENTS. I WANTED TO MAKE SURE THAT -- AND I'M SURE THE COUNSELORS DID TAKE INTO CONSIDERATION, THE CONCERNS I HAVE ARE WITH THE POOR TRANSIT CORRIDORS AND AREAS WHERE A LOT OF INDEPENDENT MOM AND POP BUSINESSES EXIST, AND I WANT TO MAKE SURE THAT WE TOOK IN EVERY CONSIDERATION TO NOT --

NOT HAVE A NEGATIVE UNINTENDED CONSEQUENCE ON THOSE SMALL BUSINESSES. I REALIZE THAT WE DO HAVE THE ALTERNATIVE EQUIVALENT COMPLIANCE PROVISION WITHIN THIS, BUT I WANTED TO ASK WHO APPROVES OR DISAPPROVES THE ALTERNATIVE COMPLIANCE.

RIGHT NOW, THE WAY IT'S DRAFTED IS THE DIRECTOR OF NEIGHBORHOOD DRAFTING AND ZONING.

SAY THAT AGAIN? I'M SORRY.

IT'S THE DIRECTOR OF THE NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT.

SO WE CAN COME BACK BEFORE COUNCIL?

NO, ALTERNATIVE COMPLIANCE IS STRUCTURED AS AN ADMINISTRATIVE PROCEDURE. YOU'RE TRYING TO MINIMIZE THE RED TAPE AND SO YOU KEEP THAT DECISION AT STAFF LEVEL AND THAT'S THE WAY IT'S DRAFTED NOW.

AND IT WAS PRESENTED AS -- THE WAY IT WAS PRESENTED TODAY WAS IF A BUSINESS SAID, "I HAVE A BETTER WAY OF DOING IT," WHAT THIS THEY DON'T HAVE A BETTER WAY AND THEY'RE STILL SEEKING ALTERNATIVE COMPLIANCE?

WELL, THE CHNGING..... THINKING WITH PRIVILEGE COMPLIANCE IS YOU COME IN WITH AN IDEA ON THE TABLE. IF YOU DON'T HAVE AN IDEA THERE IS A PRE-APPLICATION CONFERENCE THAT IS REQUIRED AND YOU WOULD USE THAT PRE APPLICATION CONFERENCE TO TALK ABOUT THE SITE, WHAT YOUR GOALS ARE, AND TO TRY TO BRAINSTORM WITH STAFF AS TO WHAT SOME APPROPRIATE ALTERNATIVES MIGHT BE. YOU WOULD THEN HOPEFULLY, YOU KNOW, AN IDEA WOULD EMERGE OUT OF THAT CONFERENCE. YOU KNOW, ULTIMATELY IF YOU DIDN'T FEEL LIKE YOU HAD A GOOD ALTERNATIVE IN PLACE, YOU STILL COULD GO THROUGH THE STANDARD VARIANCE PROCESS THAT'S IN PLACE IN THE AUSTIN CODE. YOU STILL COULD TRY TO STEP OUTSIDE THIS ALTOGETHER WITH A VARIANCE, SO WE'RE NOT TAKING AWAY THAT ABILITY.



MAYOR.....ABILITY.

DO WE KNOW IF -- OR DID WE DISCUSS -- DID THE TASK FORCE TALK ABOUT MAYBE THE POTENTIAL IMPACT OF GENDER FLYING, SMALL AND INDEPENDENT BUSINESSES BY CREATING THESE NEW STANDARDS -- IS THERE A POTENTIAL FOR US TO CREATE ONLY NEW COMMERCIAL THAT IS VERY HIGH END AND THAT PUSHES OUT A SMALL, YOU KNOW -- SMALL BUDGET, MOM AND POP SHOP?

I CAN STEP IN FROM A DRAFTING PERSPECTIVE I HAVE..... BUT THEN I SHOULD TURN IT OVER TO SOMEONE WHO WAS INVOLVED IN THE EARLY TASK FORCE DISCUSSIONS. FROM THE DRAFTING PRIVILEGE WE HAVE AT THE..... SET THE BAR IN TERMS OF WHAT WOULD REQUIRE COMPLIANCE WITH THIS ORDINANCE, AND THAT IS A REAL KEY DIRECT RESPONSE TO THE ISSUE OF SMALL BUSINESSES, WANTING TO ALLOW THEM TO REINVEST IN THEIR BUSINESSES, TO EXPAND, TO THRIVE, WITHOUT -- WITHOUT HAVING TO COME INTO COMPLIANCE WITH THIS AND REBUILD A SITE AND PUT IN THEIR NEW SIDEWALK. WE SET A THRESHOLD HIGH, A THOUSAND VEHICLE TRIPS PER DAY IS A PRETTY HIGH THRESHOLD. THAT INVOLVES, YOU KNOW, A LARGE RESTAURANT, FOR EXAMPLE, AND THE REASON WHY WE SET THAT THRESHOLD HIGH WAS SPECIFICALLY TO HELP ACCOMMODATE SMALL BUSINESSES. WE ALSO HAVE A NUMBER OF THINGS IN THE ORDINANCE, NOT JUST ALTERNATIVE COMPLIANCE, THAT ARE DESIGNED TO HELP SMALL BUSINESSES, SMALL LOTS. FOR EXAMPLE, IF YOU'RE ON A CORE TRANSIT CORRIDOR AND YOU'VE GOT A VERY SHAR SHALLOW LOT, YOU DON'T HAVE TO HAVE AS WIDE A SIDEWALK. IT'S REDUCED DOWN TO 12 FEET VERSES 15 FEET. SO WE HAVE TRIED TO THINK THROUGH BOTH THE SMALL LOT AND THE SMALL BUSINESS THINGS. THE ALTERNATIVE COMPLIANCES IS -- IT'S A RELIEF VALVE, IF ALL THE THINGS WE'VE GOT IN HERE ALREADY WOULDN'T BE SUFFICIENT. BUT AS FAR AS THE TASK FORCE DISCUSSIONS I SHOULD TURN THAT OVER.

ACTUALLY, BEFORE I ADDRESS THAT SHS I WANTED TO ADD A COUPLE POINTS TO MATT'S COMMENTS. FIRST OF ALL, JUST WANTED TO CLARIFY THAT THESE WOULD NOT APPLY TO ANY EXISTING BUSINESS. IT HAS NO EFFECT ON THOSE.

AND FOR BUSINESSES THAT WANTED TO EXPAND, WE HAVE THE THRESHOLD THAT MATT MENTIONED, AND FOR SMALLER SITES, THAT'S A THOUSAND ADDITIONAL TRIPS PER DAY. FOR LARGER SITES IT'S 2,000 TRIPS PER DAY, AND JUST TO PUT A FINER POINT ON WHAT THAT MEANS, A THOUSAND TRIPS PER DAY IS SOMEWHERE IN THE NEIGHBORHOOD OF A HUNDRED RESIDENTIAL UNITS OR 5,000 SQUARE FEET OF RETAIL SPACE, 7500 SQUARE FEET OF SIT-DOWN RESTAURANT SPACE. SO...SO THOSE ARE FAIRLY SUBSTANTIAL PROJECTS, ESPECIALLY FOR SMALLER SITES. HAVING SAID THAT, IF A BUSINESS DID TRIGGER THAT, WE HAVE THE ALTERNATIVE COMPLIANCE PROCESS, WHICH MATT MENTIONED. THERE ARE SOME TARGETED EXCEPTIONS IN THE DOCUMENTS. AND THEN FINALLY, ON THE BUILDING DESIGN SECTION, BUILDINGS THAT ARE LESS THAN 10,000 SQUARE FEET ARE EXEMPT FROM THE BUILDING DESIGN STANDARDS, WHICH IS NOT -- I DON'T THINK THAT'S ONE OF THE AREAS OF MAJOR CONCERN AT THIS POINT, BUT IT IS, I THINK, ANOTHER PIECE OF THE PUZZLE THAT SPEAKS TO SMALL BUSINESSES.

I WANT TO JUMP IN THERE. COUNSELOR, I THINK THAT YOU'VE IDENTIFIED WAS A CORE ISSUE. GEORGE SAID, SMALL BUSINESSES DO NOT HAVE TO COMPLY WITH THE DESIGN STANDARDS FOR BUILDINGS. THEY'RE EXEMPTED. IF YOU ARE A CHAIN AND YOU'RE SMALL, YOU HAVE -- LIKE A NATIONAL CHAIN HAS TO DO DESIGN STANDARDS, BUT A SMALL BUSINESS, LESS THAN 10,000 SQUARE FEET, WHICH IS -- I THINK THERE'S BEEN BROAD ACCEPTANCE OF THAT, IF YOU'RE LESS THAN 10,000 SQUARE FEET, YOU DON'T HAVE TO COMPLY WITH THE DESIGN STANDARDS. IF YOU ARE A SMALL BUSINESS THAT'S A RESTAURANT, YOU GET TO KEEP YOUR EXISTING FOOTPRINT FOREVER. YOU DON'T HAVE TO DO ANYTHING DIFFERENT. EVEN IF YOU REDEVELOP YOU DON'T HAVE TO DO ANYTHING DIFFERENT. EXAMPLES WOULD BE EAST 7TH STREET, FOR INSTANCE. THE SMALL FAMILY OWNED RESTAURANT WANTED TO DO A COMPLETE REDO OF THE RESTAURANT, THEY STILL WOULD NOT HAVE TO COMPLY WITH THE DESIGN STANDARDS. THEY WOULD BE COMPLETELY EXEMPTED EXEMPT R EXEMPLTDED IT ED FROM IT, WHERE..... WHEREAS WE SAW ON EAST RIVERSIDE, IF A DRIVE THROUGH BANK WENT INTO EAST RIVERSIDE, THE

NEIGHBORHOOD WOULD SAY WE WANT PROTECTION FROM A DRIVE THREE PAD BANK GOING THROUGH THERE. THE DESIGN STANDARDS GIVE THE NEIGHBORHOOD PROTECTION FROM THE DRIVE THROUGH PAD BANKS WHILE STILL COMPLETELY EXEMPTING THE FAMILY OWNED BUSINESSES, AND FAMILY OWNED RESTAURANTS IN PERPETUITY.

AND I REALLY DO APPRECIATE THE WORK OF THE TASK FORCE. I GUESS THE CONCERN I HAVE IS MAYBE, IF I COULD DESCRIBE IT AS A MCMANSION TYPE OF EFFECT ON THEIR TAXES. IF WE PUT THESE GREAT STANDARDS IN PLACE AND ALL THESE NEW BUSINESSES THAT COME IN COMPLY WITH THIS..... THESE KNEW STANDARDS, DOES IT HAVE A NEGATIVE IMPACT ON THE MOM AND POP SHOP WHO AREN'T MAKING ANY CHANGES TO THEIR BUSINESSES BUT THE TAXES ON THEIR PROPERTY INHERENTLY INCREASE BECAUSE THE VALUE OF THE ADJOINING PROPERTIES THAT HAVE COMPLIED WITH THE DESIGN STANDARDS CAUSE THAT EFFECT.

THAT'S GOING TO BE AN INHERENT RISK, AND UNFORTUNATELY WITH ANY KIND OF COMMERCIAL DEVELOPMENT. WHAT I CAN TELL YOU IS ONE OF THE THINGS WE'VE OBSERVED IS TYPICALLY A STANDARD-ALONE BUILDING IS NOT A VERY TYPICAL OCCUPANT OF A NEW SMALL BUSINESS. THEY'RE TIPLY GOING INTO STRIP CENTERS, IF YOU'RE EXPANDING THE SPACE WITH CUSTOMER LIVING ON TOP, THAT'S AN OPPORTUNITY WHERE A SMALL BUSINESS TYPICALLY GO THESE DAYS, WHICH IS A STRIP CENTER TYPE OF APPROACH, THAT FOR THE SMALL BUSINESSES THAT ARE OCCUPYING MORE HISTORICALLY STAND ALONE BUILDINGS, THEY'RE EXEMPTED.

AND COUNSELOR, I THINK ANOTHER IMPORTANT POINT TOO IS NEIGHBORHOOD SPECIFICALLY THAT WE WANT TO REMOVE EAST CHAVEZ AS A CORE TRANSIT CORRIDOR BUT WE DO WANT TO ADD FIFTH AND SIXTH, PLEASE ADD THOSE. CESAR CHAVEZ AND AT THE REQUEST OF THE NEIGHBORHOOD ADDED 5TH AND 6TH BUT I'M THINKING THERE'S A LOT OF INFECTION I BELIEVE THAT IF A NEIGHBOR DOESN'T WANT A CORE TRANSIT CORRIDOR, I THINK IT'S

VERY FAIR TO SAY WE'VE GOT A LOT IN HERE AND IT WOULD BE APPROPRIATE MAYBE TO PULL A COUPLE OUT IF THAT'S THE COMMUNITY'S WILL.

ONE LAST QUESTION I HAD WAS YOU TALKED ABOUT THE -- THERE'S AN OPTIONAL SUPPLEMENTAL ZONE OF 20 FEET IN FRONT OF A STRUCTURE. CAN ANYONE BESIDES THE OWNER OR DEVELOPER TRIGGER THAT OPTIONAL SUPPLEMENTAL ZONE? CAN A NEIGHBORHOOD OR A GROUP OF ADJOINING PROPERTIES TRIGGER THAT?

NO, THEY -- THAT'S AT THE OWNER OR THE DEVELOPER'S OPTION.

OKAY.

THANKS.

I BELIEVE THERE MAY BE SOMEONE HERE -- IS THERE SOMEONE WHO CAN TALK ABOUT THE FRANCHISE ISSUE THAT I RAISED? DICK? I THINK DICK DOSSIER IS THE NAME THAT I GOT. I DON'T KNOW IF I'M SAYING THAT RIGHT.

DOZER.

I'M SORRY, DIRK -- HOW DO YOU SAY THAT?

DOZER.

DIRK.

YES, DOZER. YES, I'M A FRANCHISEE.E AND I'M NOT FAMILIAR WITH THE KRISPY KREME SPECIFICALLY THAT YOU WERE SPEAKING ABOUT, BUT GENERICALLY SPEAKING, FOR MOST FRANCE UFOC TELLS YOU IN ENGLISH WHAT A LEGALIZED VERSION OF A FRANCHISE AGREEMENT IS. AND YOU JUST HAVE TO LOOK AT THEIR DOCUMENTS SPECIFICALLY TO SEE IF THERE IS TRADEMARK RESTRICTIONS TO THE CRITICAL DESIGN FEATURES OF THEIR BUILDING. IT IS NOT VERY COMMON THAT THAT IS THE CASE, THAT THE BUILDINGS THEMSELVES ARE NOT TRADEMARKED. THEY'RE USUALLY THE TRADEMARK ITEMS ARE THINGS LIKE THE SIGNAGE, RECIPES, MENUS, THE FOOD OFFERINGS THAT..... THAT ARE

AVAILABLE BUT NOT THE BUILDING STYLE ITSELF. SO I'M NOT REAL SURE IF THIS WOULD BE APPLICABLE IN THAT CASE.

WHAT KIND OF BUSINESS DO YOU OWN?

TACK A BELL.

SO THE UFOC DOESN'T INCLUDE -- IT JUST SAYS YOU MUST HAVE A LOCATION THAT HAS A CERTAIN AMOUNT OF SQUARE FOOTAGE BUT IT DOESN'T TALK ABOUT THE COLORS OR ABOUT THE -- ACTUAL DESIGN OF THE BUILDING IN THE U.

THERE ARE SOME CRITICAL DESIGN COMPONENTS THAT ARE REQUIRED FOR US TO DO, BUT AS WE HAVE WORKED WITH BROOS TER AND THE TEAM HERE, THAT WE FEEL WE WILL BE ABLE TO COMPLY WITH THOSE.

OKAY. WELL, I GUESS IF THERE'S A QUESTION OF WHAT IS THERE IS A BUSINESS THAT HAS, YOU KNOW, THE CORPORATE OFFICE HAS THE UFOC, WHICH HAS BEEN APPROVED BY THE ATTORNEY GENERAL AND VERY SPECIFICALLY SPELLED OUT. A LOT OF TIMES UFOC IS VERY DETAILED AS TO WHAT A BUSINESS MUST DO IN TERMS OF THEIR LOCATION, THEIR RETAIL LOCATION. SAYS YOU MUST HAVE A RETAIL LOCATION THAT HAS, YOU KNOW, CERTAIN THINGS AND APPEARANCE AND LOOK OF THE BUILDING.

UH-HUH.

THERE ARE -- THERE ARE FRANCHISES THAT COULD BE AFFECTED BY THIS.

THAT'S CORRECT.

WHERE THEY WOULD NOT BE ABLE TO GET A FRANCHISE OR THEY WOULD BE OUT OF COMPLIANCE WITH THEIR FRANCHISE AGREEMENT IF THEY WERE TO FOLLOW THE CITY ORDINANCE, THAT.....THEY WOULD BE IN VIOLATION OF THEIR LEGAL OBLIGATION TO THE FRANCHISOR.

COUNCIL MEMBER, I HATE TO KEEP COMING BACK TO COMPLIANCE, BUT WE DID HAVE A SIMILAR DISCUSSION

WITH THE TASK FORCE AND WE ADJUSTED THE CRY....  
CRITERIA THAT COULD BE USED TO GET AT SOMETHING  
THAT'S SIMILAR. WE SAID THAT ONE CRITERIA FOR  
APPROVING IS IF THERE ARE PHYSICAL DESIGN  
CHARACTERISTICS UNIQUE TO THE PROPOSED USE OR TYPE  
OF USE THAT MAKES STRICT COMPLIANCE UNPRACTICABLE  
OR UNREASONABLE. SO I THINK WITH THAT LANGUAGE  
THAT'S ACTUALLY A VERY GOOD OPENING FOR THIS  
SITUATION YOU DESCRIBED TO BE A JUSTIFICATION FOR  
ALTERNATIVE COMPLIANCE.

I AM REQUESTING ALTERNATIVE COMPLIANCE.

BECAUSE PHYSICAL CHARACTERISTICS OF MY USE MEAN  
THAT I CAN'T COMPLY WITH THE STRICT LETTER OF THE  
LAW.

COUNCIL MEMBER, I WOULD SAY THAT WE IN THIS  
ORDINANCE HAVE LESS AGGRESSIVE STANDARDS ON  
NATIONAL FRANCHISE BUILDING DESIGNS IN LAKEWAY,  
ROUND ROCK, GEORGETOWN. A NUMBER OF OUR  
ROLLINGWOOD, WEST LAKE HILLS. AND SO -- WE WANT TO  
STRIKE A VERY FAIR BALANCE ON THIS, AND THAT FAIR  
BALANCE, AND I THINK IT WAS A FAIR ONE, ENDED UP WITH  
US BEING LESS AGGRESSIVE THAN ROUND ROCK,  
GEORGETOWN, LAKEWAY, ROLLINGWOOD OR WEST..... WEST  
LAKE HILLS IN THIS METRO AREA, AND THERE ARE  
COMMUNITIES OUT THERE THAT JUST OUTRIGHT BAN THE  
FRANCHISE CONSTRUCTION. WE DIDN'T WANT TO DO THAT  
EITHER.

WELL, I'M GLAD -- I'M GLAD, BECAUSE THEY ARE LOCALLY  
OWNED BUSINESSES. THEY'RE NOT CHAINS. THEY ARE  
OWNED BY PEOPLE WHO LIVE IN THE TERRITORY OR NEAR  
THE TERRITORIES THAT THEY ARE OPERATING, THAT THEY  
HAVE A FRANCHISE AGREEMENT FOR.

ABSOLUTELY. WE -- AND WE THOUGHT -- I THINK THAT WAS  
ONE OF THE MOST EFFECTIVE POINTS THAT OUR  
REPRESENTATIVES FROM TACO BELL AND WEDNESDAY I'S  
AND WHAT THE.....'S AND WHAT..... WHATABURGER,  
MCDONALD'S. WE HAD SOME VERY PERSUASIVE  
PRESENTATIONS FROM THE FAMILY OWNED RESTAURANTS

THAT MAKES THEM DIFFERENT, FOR INSTANCE, THAN BANKS, WHICH ARE NATIONAL CHAIN BUILDINGS OWNED BY NATIONAL CORPORATIONS, WHEREAS THE RESTAURANTS ARE OWNED BY FAMILIES. AND SO THAT -- THAT WAS ONE OF THE REASONS THAT WE TOOK A DIFFERENT APPROACH FOR FAMILY OWNED RESTAURANTS.

I ALSO HAVE A QUESTION ABOUT THE AWNINGS. I SEE THAT THERE IS AN OPPORTUNITY FOR BUSINESSES TO, I GUESS, HAVE MORE OF A PUBLIC SPACE USING AWNINGS, AND I HEARD FROM THE OWNER OF SWEDISH HILL BAKERY A WHILE AGO THAT HE THOUGHT HE WAS BEING CHARGED FOR USE OF THE CITY'S RIGHT-OF-WAY FOR HAVING AN AWNING, WHICH WE WOULD WANT TO ENCOURAGE SO THAT PEOPLE HAVE SHADE WHEN THEY'RE WALKING ON THE SIDEWALK. SO DO WE STILL HAVE THAT REQUIREMENT THAT IF SOMEONE HAS AN AWNING THEY HAVE TO PAY THE CITY A FEE FOR USE OF THAT RIGHT-OF-WAY?

THIS WAS AN ISSUE THAT WAS ADDRESSED IN THE TASK FORCE REPORT THAT PRECEDED THE DRAFT ORDINANCE, AND THEY -- THE TASK FORCE FELT STRONGLY ABOUT IT IS -- THERE IS A PROVISION -- THERE IS A -- KIND OF A TYPICAL LAND DEVELOPMENT CODE FORMAT AMENDMENT THAT ACCOMPANIES THIS DOCUMENT THAT HITS A NUMBER OF ISSUES THAT WERE NOT APPROPRIATE TO ADDRESS IN THE DESIGN STANDARDS, AND THAT IS ONE OF THOSE ISSUES. SO THAT LICENSE -- ANNUAL LICENSE FEES ARE NOT REQUIRED FOR AWNINGS OR LANDSCAPE, IE STREET TREES, IN THE RIGHT-OF-WAY.

SO THAT WAS A RECOMMENDATION THAT WOULD REQUIRE ACTION LATER?

IT IS ACTUALLY -- IT'S ACCOMPANYING THE DESIGN STANDARDS DRAFT, SO.

THERE'S GOING TO BE A FRAMING ORDINANCE THAT BASICALLY ENCOMPASSES THIS AND ALSO HA... ALSO HAS A FEW OTHER CLEANUP ISSUES RELATED TO THE CODE AND THAT WOULD BE ONE OF THE ISSUES ADDRESSED IN THE FRAMING ORDINANCE.

SO I DON'T UNDERSTAND. ARE WE GETTING RID OF THE FEE OR ARE WE KEEPING THE FEE?

WELL, THERE WILL BE A FEE FOR LICENSE AGREEMENTS. THERE ARE CURRENTLY TWO FEES. THERE'S A FEE FOR THE LICENSE AGREEMENT AND THEN FOR CERTAIN IMPROVEMENTS THERE'S AN ANNUAL FEE, AND WE WILL -- THE ANNUAL FEE WILL GO AWAY, AND THAT IS THE ONE THAT IS THE LARGE..... LARGER OF THE TWO, THE LICENSE AGREEMENT FEE ITSELF IS NOT SIGNIFICANT IN THE SCHEME OF THINGS, BUT THE ANNUAL FEE CAN BE, AND THAT ONE WOULD NOT APPLY TO THE AWNINGS OR THE STREET TREES.

THE AWNINGS WOULDN'T -- ONE WOULDN'T HAVE TO PAY AN ANNUAL FEE ONCE WE PASS THIS?

THAT'S CORRECT.

OKAY. SO WHAT IS THE REVENUE IMPACT FOR THE CITY? I DON'T KNOW HOW MUCH WE'RE COLLECTING ON FEES. I'M AN JUST CURIOUS HOW MUCH THAT WOULD BE. CAN WE GET THE STAFF TO GET THAT TO ME, MAYBE, LATER?

YES.

IT WOULD BE GOOD TO KNOW. ALSO, THE UTILITIES AND PUTTING THEM UNDERGROUND. YOU MENTIONED IN YOUR PRESENTATION -- I DON'T KNOW IF YOU SAID WE OR YOU, AND I DIDN'T KNOW WHO -- WHO WAS GOING TO PAY FOR THAT. CAN YOU CLARIFY WHO WOULD PAY FOR LOCATING THE UTILITIES UNDERGROUND?

YES. PARDON ME. THE -- THE HOPE WITH THE ORDINANCE IS THAT THE UTILITIES WILL BE PLACED UNDERGROUND AS MUCH AS POSSIBLE, BUT THE ORDINANCE DOESN'T REQUIRE THAT ABSOLUTELY IN EVERY SITUATION. IT SAYS THAT -- PARDON ME -- LOSING MY VOICE -- IT SAYS THAT THE YU... UTILITY LINE FROM THE BUILDING TO THE PROPERTY LINE MUST BE UNDERGROUND, AND IT ENCOURAGES THE UTILITY LINES IN THE RIGHT-OF-WAY TO BE UNDERGROUND TO THE EXTENT PRACTICABLE, BUT YOU DON'T HAVE TO DO THAT.



THAT COULD STAY UP.

WHEN YOU SAY YOU DON'T HAVE TO DO THAT, DO YOU MEAN THE CITY OF AUSTIN DOESN'T HAVE TO DO THAT OR THE BUILDING OWNER -- THE PROPERTY OWNER DOESN'T HAVE TO DO THAT?

NEITHER HAS TO DO THAT.

SO IT'S IN THERE AS A SUGGESTION?

AND AN ENCOURAGEMENT, YES.

AND HOW ARE WE ENCOURAGING THAT?

WELL, THE CITY -- THIS IS ONE OF THE TASK FORCE POLICY ISSUES THAT WE TALKED -- THAT I TALKED ABOUT IN MY PRESENTATION, THAT THE CITY ULTIMATELY IS GOING TO WANT TO KICK-START THAT PROCESS BY IDENTIFYING PRIORITY AREAS FOR UNDERGROUNDING OF UTILITIES, AND THE CITY WILL BE -- IS EXPECTING TO KICK IN SOME MONEY FOR THAT. THERE ARE PROJECTS WHERE THE DEVELOPER PROBABLY WILL BE WILLING TO COMMIT TO THAT AS WELL.

SO.

COUNCIL MEMBER, THERE'S A NUMBER OF DIFFERENT LAYERS TO THIS. AS MATT MENTIONED THE SERVICE LINES ON THE PROPERTY ARE REQUIRED TO BE UNDERGROUND. THERE IS STRONG LANGUAGE IN THE DOCUMENT THAT WE WANT TO GET THE OVERHEAD UTILITIES WITHIN THE RIGHT-OF-WAY UNDERGROUND, ESPECIALLY ALONG THE CORE TRANSIT CORRIDORS, AND THERE ARE BENEFITS TO PROPERTY OWNERS FOR DOING THAT. IF YOU ARE ABLE TO PUT THOSE UNDERGROUND, YOU'RE ABLE TO LOCATE YOUR BUILDING CLOSER TO THE STREET, CAPTURE AREA -- DEVELOPABLE AREA THAT YOU MIGHT NOT BE ABLE TO CAPTURE IF THOSE OVERHEAD UTILITIES REMAIN IN PLACE. SO THERE IS A BENEFIT TO THE PROPERTY OWNER. OBVIOUSLY THERE'S A COST TO THAT, AND THERE ARE A LOT OF VARIABLES OUT THERE IN TERMS OF NUMBER OF UTILITY LINES, THE MAGNITUDE OF THOSE UTILITY LINES, ARE THEY SERVICE LINES OR ARE THEY TRANSMISSION

LINES? SO WE FEEL LIKE WE WERE NOT COMFORTABLE IN REQUIRING IN ALL CASES THAT THOSE GO UNDERGROUND. WE WANTED TO PROVIDE -- BE REALISTIC ABOUT THIS AND REALIZE THAT IN SOME CASES IT'S GOING TO BE VERY ONEROUS FOR PROPERTY OWNERS TO TAKE THOSE UNDERGROUND.

SO WE HAVE THE TRANSMISSION LINES, WE HAVE THE SERVICE LINES, AND YOU'RE SAYING THAT THE SERVICE LINES ARE THE RESPONSIBILITY OF A PROPERTY OWNER AND THEY ARE REQUIRED TO PUT THEM UNDERGROUND? IS THAT WHAT YOU'RE SAYING?

THERE IS -- THERE'S TWO PIECES TO THAT. ON THEIR PROPERTY, YES, THEY ARE REQUIRED TO PUT THEM UNDERGROUND. IN THE RIGHT-OF-WAY WE ARE SUGGESTING VERY STRONGLY THAT THOSE GO UNDERGROUND AS WELL.

BECAUSE THE CITY IS IN CONTROL OF THAT.

THAT'S CORRECT.

THE PUBLIC RIGHT-OF-WAY.

NOW, THERE'S.

AND SO WE'RE SAYING THAT THE PRIVATELY OWNED BUSINESS OR THE LANDOWNER COULD PAY TO PUT THEM UNDERGROUND AND IN EXCHANGE THEY WOULD BE ABLE TO REDUCE THEIR SETBACK TO BRING THEIR BUILDING CLOSER TO THE ROAD?

THAT'S CORRECT.

WHAT WOULD THAT LOOK LIKE WHEN WE HAVE LOTS THAT THEIR LINE IS UNDERGROUND, NEXT LOT, NOT UNDERGROUND, NEXT LINE, UNDERGROUND, NEXT LOT NOT UNDERGROUND. IS THAT WHAT WE'RE TALKING ABOUT?

IN SOME CASES, AND THIS IS NOT MY AREA OF EXPERTISE, BUT WE'RE CURRENTLY STRUGGLING WITH SAME SORTS OF ISSUES IN CASES LIKE UNO, WHERE WE'RE SEEING THAT A

LOT OF INCREASED DENSITY. WE ALSO HAVE THAT COUPLED WITH THE STREET SCAPE IMPROVEMENTS, AND SO WE'RE CURRENTLY WORKING THROUGH THOSE ISSUES AND PRIMARILY IN UNO AND WE'VE BEEN DOING THAT FOR QUITE A WHILE DOWNTOWN. BUT IT IS A CHALLENGE, AND SOMETIMES THAT MAY ENTAIL MORE THAN JUST BEARING THOSE OVERHEAD UTILITIES ALONG THE FRONTAGE OF A SPECIFIC PROPERTY THAT MAY HAVE TO EXTEND A LITTLE FURTHER ONE DIRECTION OR ANOTHER.

I'M HAVING A HARD TIME ENVISIONS THIS. WE'VE GOT TRAN..... TRANSITION LINES IN THE RIMPT THAT..... THAT..... THAT ARE ABOVEGROUND AND WE'RE GOING TO ASK THEM TO PUT THE SERVICE LINE ABOVEGROUND? DO THEY GO UNDERNEATH THE POLE OR.

DID YOU HAVE A SLIDE THAT SHOWED THAT? I REMEMBER FROM THE PRESENTATION YOU HAD, MATT, SOMETHING THAT SHOWED A SITE THAT SHOWED THE UTILITY LINES. THAT MIGHT HELP, AND I THINK PART OF THE DISCUSSION HERE, IT MIGHT HELP TO HIGHLIGHT THE FACT THAT THIS IS... IS A COMPLICATED ISSUE AND I DON'T THINK WE'RE GOING TO SEE A LOT OF ISSUES WHERE SOMEONE IS GOING TO BE WILLING TO BARRY THE.... BURY THE LINE ON THEIR LIGHT. SO ONE OF THE THINGS THAT'S CONTAINED IN THE ORIGINAL POLICY DOCUMENT THAT WAS APPROVED BY THE CITY COUNCIL WAS A REQUEST FOR CITY STAFF TO GO LOOK AT A HANDFUL OF ISSUES AND DETERMINE WHAT POLICY APPROACH WOULD BE AND WHAT KIND OF FINANCIAL INCENTIVE WE... WE WOULD HAVE TO CREATE IN ORDER TO GET SOME OF THESE THINGS. BURYING THE UTILITY LINES WAS ONE OF THOSE ISSUES. AND SO THE BODY OF WORK THAT CLAIRE I DON'T KNOW IS GOING TO WORK ON NEXT IS ONE TO HELP WORK OUT NATIONALLY AND SEE, WHAT ARE SOME OTHER CITIES DOING, WHAT ARE SOME BEST PRACTICES OUT THERE. IT'S EVEN CREDITABLY EXPENSIVE NO MATTER WHO PAYS FOR IT AND COST IS GOING TO BE A MAJOR FACTOR. THE OTHER THING -- AND YOU'VE HEARD THIS BEFORE, IS EVEN IF THE CITY'S LINES ARE BURIED, THAT DOES NOT GUARANTEE THAT OTHER UTILITY LINES ARE BURIED ALONG WITH THEM. SO IT HAS SOME COMPLEXITY TO IT. AUSTIN ENERGY IS HELPING TO COST OUT WHAT IT WOULD -- WHAT IT WOULD COST FOR --

TO BURY THEM AT ALL, AND I -- IT'S GOING TO WIND UP BEING A COMBINATION APPROACH. BUT I THINK PART OF WHAT THEY'RE SAYING IS WE GOT A PIECE OF IT, WHICH IS THE LINE IS BURIED ON THE PROPERTY OWNED BY THE DEVELOPER. THERE IS STILL THE RIGHT-OF-WAY PIECE, AND WE'RE SORTING THROUGH THAT AS PART OF THAT OVER-ARCHING POLICY PRIVILEGE, AND I THINK THERE'S GOING TO NEED TO BE SOME COUNCIL POLICY ON THAT ISSUE.

COUNCIL MEMBER, THIS IS A BIG TOPIC OF THE TASK FORCE AND WHERE EVERYBODY CAME DOWN WAS WE REALLY WANT THE UTILITY LINES BURIED BUT UNDER CURRENT TECHNOLOGY IT'S REAL EXPENSIVE. SO THAT'S ONE REASON THIS COUNCIL HAS COMMISSIONED THE NATIONAL COMPETITION, AND, IN FACT, I THINK YOU CAN UPDATE THEM WHERE WE ARE ON THAT. BUT TO SEE IF WE CAN GET NATIONAL GRADUATE SCHOOL PROGRAMS THAT FIND A MORE COST EFFECTIVE WAY TO BURY UTILITY LINES AND PROTECT STREET TREES. SECOND PART OF THIS IS THE LINE THAT RUNS FROM YOUR BUSINESS TO THE POLE, PROBABLY 99 PERCENT OF THOSE LINES ARE ALREADY BURIED UNDERGROUND. IT'S A COMMON PRACTICE, PROBABLY 99.9 PERCENT OF ALL NEW HOUSES HAVE THE CONNECTION LINES RUN UNDERGROUND. IT'S A COMMON PRACTICE, AND AS WE KIND OF SORTED THROUGH IT, WE REALIZED THAT THAT WAS REALLY NOT A BIG -- BIG ISSUE. SO THE UNDERGROUND CONNECTION LINES, THEY STILL GO TO THE POLE AND UP THE POLE AND THE BIG TRICK IS HOW CAN WE FIGURE IT OUT TO GET THE BIG LINES ON THE RIGHT-OF-WAY DOWN. AND I AGREE WITH YOU, I THINK THAT THAT IS AN ONGOING CHALLENGE THAT UNO RIGHT NOW IS CONFRONTING.

THANK YOU. I WANTED TO ASK ABOUT THE CORNER LOTS. IN THIS DRAFT HERE WE ARE PROHIBITING AUTOMOTIVE OR -- AUTO-ORIENTED USES. THIS IS A MAJOR CHANGE, AND I DON'T KNOW WHAT KIND OF FEEDBACK THE TASK FORCE RECEIVED ON THIS, BUT IF ANYONE OWNS A CORNER LOT, THAT THE SITE -- THE DESIGN -- DESIGN ISSUE HERE, I GUESS, HAS TO DO WITH, I GUESS, PEDESTRIAN FRIENDLY BUSINESS TOWARD THE STREET VERSES.....VERSUS NOT, BUT THIS IS A CHANGE IN USE, NOT NECESSARILY ONLY A DESIGN ISSUE BUT IT'S ALSO A ZONING ISSUE. HERE WE

SAY THAT WE'RE PROHIBITING, UNLESS THEY MEAN OPTION A OR B, WHICH IS THEY HAVE TO DO LANDSCAPING AND THAT FRONTAGE, BUT WE'RE PROHIBITING ANY USE WITH A DRIVE THROUGH SERVICE FACILITY, AUTOMOTIVE RENTAL GOES AUTOMOTIVE REPAIR SERVICE, SALES, COMMERCIAL OFF STREET PARKING, EQUIPMENT SALES, OFF-SITE ACCESSORY PARKING, SERVICE STATION AND VEHICLE STORAGE. SO THE OWNERS OF CORNER LOTS WOULD BE AFFECTED BY THIS IF THEIR AREA IS HAVING TO COMPLY WITH DESIGN STANDARDS; IS THAT CORRECT?

THAT'S CORRECT. THEY WOULD HAVE TO -- IF THEY WANTED TO HAVE ONE OF THESE USES THAT YOU LISTED ON THAT CORNER LOT, THEN THEY WOULD HAVE TO LANDSCAPE -- THEY WOULD HAVE TO HAVE -- ON THE PRINCIPAL STREET THEY WOULD HAVE TO... TO HAVE THE FULL BUILDING COME UP TO THAT STREET, AND THEN ON THE OTHER -- ON THE OTHER FRONTAGE THEY WOULD JUST HAVE TO HAVE THE LANDSCAPE SCREENING THAT MEETS THE REQUIREMENTS IN YOUR CODE, AND I THINK THAT'S A 3-FOOT BUFFER, A 3-FOOT HIGH LANDSCAPE BUFFER. SO IT'S NOT PROHIBITING THOSE USES. IT'S JUST SAYING THAT THEY NEED TO BE MINIMIZED ON THE SITE AND THEY NEED TO HAVE SOME LANDSCAPE SCREENING.

OKAY. SO WE... WE CAN HAVE AUTOMOTIVE USES IF WE HAVE ZONING THAT ALLOWS THEM TO. THEY JUST HAVE TO DO SOMETHING WITH THE LANDSCAPING.

CORRECT. WE'RE NOT TRYING TO OVERRIDE -- YOU STILL WOULD HAVE TO HAVE THESE USES APPROVED BY YOUR DISTRICT.

RIGHT. I WANTED TO TALK ABOUT THE HOUSING COMPONENT. I KNOW THAT THERE'S SOMETHING IN HERE RIGHT NOW. IT IS VERY LIMITED BECAUSE -- I THINK IF WE HAVE A NUMBER OF SMALLER BUILDINGS THAT, I GUESS, WOULD BE 10,000 FEET OR MORE, SQUARE FEET, THEN THEY WOULD HAVE TO COMPLY WITH DESIGN STANDARDS; IS THAT RIGHT -- IS THAT RIGHT, THAT THEY HAVE TO HAVE 10,000 FEET OR MORE? OKAY. SO IN THOSE BUILDINGS THAT ARE, LET'S SAY, 10,000 FEET OR 12,000 FEET, IF WE HAVE THEM IN MULTIPLE USES, LET'S SAY FOR STREET RETAIL,

OFFICE AND LET'S SAY TWO RESIDENTIAL UNITS, HOW DO WE GET TO 10 PERCENT IN THAT SITUATION? IF THEY WANT TO DO THAT. WOULD THEY JUST NOT DO IT BECAUSE IT'S -- IT'S ONLY TWO UNITS? WOULD THIS REALLY ONLY APPLY TO BUILDINGS WHERE THAT WOULD BE PRACTICAL?

THE -- THE ORDINANCE LANGUAGE THAT -- THE CONSENSUS, THAT IF YOU'RE GOING TO PROVIDE RESIDENTIAL, YOU HAVE TO PROVIDE AFFORDABLE HOUSING, AND THE PERCENTAGES. THE MARKET REALITY IS -- ONE OF THE THINGS THAT'S BEEN TRADITIONALLY A BARRIER TO MIXED USE, TYPICALLY IN THE REAL ESTATE INDUSTRY YOU'LL HAVE PEOPLE THAT SPECIALIZE IN OFFICE AND OTHERS THAT SPECIALIZE IN MULTIFAMILY OR CONDOS AND OTHERS SPECIALIZE IN RETAIL AND THEY DON'T CROSS POLLINATE. AND SO YOU'RE NOT GOING TO GET RESIDENTIAL -- A RESIDENTIAL REAL ESTATE COMPANY COME IN THERE AND DO ONE OR TWO UNITS. , IN FACT, THE GREAT INCENTIVE IN THIS IS IT'S THE DENSITY BONUS, RIGHT? YOU ONLY GET TO DO THE AFFORDABILITY IF YOU EXERCISE THE DENSITY BONUS. THE DENSITY BONUS ONLY -- IT WILL KICK IN AND GIVE YOU ABOUT 50 PERCENT EXTRA UNITS, TYPICALLY, YOU'RE GOING -- YOU'RE NOT TALKING ONE OR TWO UNITS. YOU'RE TALKING ABOUT GOING FROM 50 TO 75 UNITS. THAT'S BEEN THE REAL WORLD EXPERIENCE AS WE'VE MODELED THIS IN THE CORE TRANSIT CORRIDORS. I.....CORRIDORS. I WILL SAY ALSO, THERE IS AN EXPLICIT ACKNOWLEDGMENT BY ALL THE MEMBERS THAT THE TASK FORCE YOU HAVE TAKEN A LEAD ON CREATION IS GOING TO COME UP WITH A FINAL WORD ON ALL THIS. WE DID NOT WANT TO DO NOTHING BECAUSE LAND PRICES THEN ADJUST TO ASSUME THAT NOTHING CAN BE DONE AND THEN IT IS UNFAIR AFTER THE FACT ON A LOT OF OCCASIONS, TRY TRY TO RETROACTIVELY DO IT, BUT THE TASK FORCE WILL BE THE ULTIMATE WORD.

AND THIS IS HAVING TO DO WITH VERT WHAT.....VERTICAL MIXED USE THAT WOULD APPLY AND WE HAVE A LIMITED NUMBER OF LOTS IN AUSTIN THAT HAVE ANY KIND OF MU STATUS OR ARE ON THAT CORE TRANSIT CORRIDORS. BUT I WANT..... I WANTED TO ASK, MAYBE YOU CAN ANSWER THIS, ABOUT DIFFERENT REGULATIONS. IF WE HAVE THIS GO IN EFFECT IN 135 DAYS, WE'RE EXPECTING THE TASK FORCE TO

COMPLETE THEIR WORK BY OKAY..... OCTOBER. THOD WOULD BE TO HAVE CODIFIED INTO ORDINANCE AS WELL. WHAT HAPPENS IF FOR SOME REASON WE HAVE THIS REQUIREMENT IN PLACE BUT THEN WE HAVE AFFORDABLE HOUSING -- THE TASK FORCE HAS -- ALL THESE OTHER THINGS WE'RE TALKING ABOUT THAT WOULD BE DIFFERENT? COULD IT BE POSSIBLE THAT STAFF WOULD HAVE TO INTERPRET TWO SETS OF RULES, PEOPLE WHO GOT IN BEFORE A CERTAIN DATE, 135 DAYS, AND THEN PEOPLE WHO CAME IN AFTER? WHAT ARE SOME OF THE ISSUES THAT WE NEED TO BE AWARE OF?

WELL, I THINK IN GENERAL IF WE'RE GOING TO MAKE ANY CHANGES TO THE AFFORDABLE HOUSING GOALS THAT ARE ASSOCIATED WITH THE VERTICAL MIXED USE PROJECTS IN THIS ORDINANCE, WE'RE GOING TO NEED TO MAKE THOSE CHANGES BEFORE NEIGHBORHOODS ENGAGE IN THE OPT IN OPT OUT PROCESS, BECAUSE PART THAT OPT IN OPT OUT PROCESS IS GOING TO BE WEIGH THE BENEFITS OF THE AFFORDABLE HOUSING AGAINST THE REQUIREMENT -- THE ADDED DENSITY, ESSENTIALLY. SO MY SUGGESTION WOULD BE IF WE WANT -- IF THE AFFORDABLE HOUSING TASK FORCE IS GOING TO WEIGH IN ON THE STANDARDS THAT ARE IN THE ORDINANCE BEFORE YOU THIS EVENING, THAT WE HAVE THEM DO THAT AFTER FIRST READING BUT BEFORE THIRD READING, SO THAT IF WE CHANGE THOSE STANDARDS, IT DOESN'T BECOME CONFUSING AS NEIGHBORHOODS MOVE THROUGH THAT 135-DAY OPT IN- OPT OUT PROCESS. I'D BE WORRIED IF THE STANDARDS CHANGED DURING THAT OPT IN OPT OUT PROCESS BECAUSE I THINK IT WOULD BE CONFUSING TO NEIGHBORHOODS WHO ARE TRYING TO DISCERN BETWEEN ACHIEVING AFFORDABLE HOUSING GOALS AND DENSITY, SO I'D RECOMMEND THAT WE HAVE THOSE REVIEWED AS SOON AS WE CAN AND THEN WHATEVER CHANGES NEED TO BE MADE BE INCORPORATED INTO THIS ORDINANCE AND NEIGHBORHOODS CAN CONSIDER IT ONCE THOSE ARE FINAL.

AND COUNCIL MEMBER, I'LL SAY THIS ALSO, THAT THE TASK FORCE MEMBERS -- THE DESIGN FOR THE TASK FORCE INCLUDED DEVELOPERS AND AFFORDABLE HOUSING REPRESENTATIVES WHO ALSO ARE SERVING ON THE

AFFORDABLE HOUSING TASK FORCE. WE HAD -- WE HAVE JOOB THE AFFORDABLE HOUSING ADVOCATES FELT VERY STRONGLY, AND I AGREE WITH THEM, THAT THE AFFORDABILITY NEEDS TO BE CONTAINED IN THE DEVELOPMENT AS OPPOSED TO IN LIEU OF APPROACH. BECAUSE WHAT THAT HAS RESULTED IN, I THINK AS MELVIN PER SWAYS I FEEL PRESENTED IT DURING OUR RESIDENTIAL DEAL, THAT HAS LED TO A FLOOD OF AFFORDABLE HOUSING DEVELOPMENT IN EAST AUSTIN AND NOT A VERY EFFECTIVE GEOGRAPHICAL DISTRIBUTION. SO A CORE ISSUE THAT WAS CENTRAL IN AFFORDABILITY -- AND I THINK IT'S -- IT'S BREAKING NEW GROUND IN A GOOD WAY, TO SAY THAT EVERYBODY WHO'S GETTING SOME KIND OF DENSITY BONUS FROM THE COMMUNITY HAS A DENSITY RESPONSIBILITY TOO. AND THAT -- SO IF YOU'RE GOING TO GET A BONUS, THAT BONUS COMES A RESPONSIBILITY, DOESN'T INCLUDE PROVIDING AFFORDABILITY IN THAT DEVELOPMENT. AND I THINK WHAT WE CAN STRIKE A FAIR BALANCE ON IS THE HOUSING AND THE DEVELOPER RECOGNIZED THAT WE WERE IN A VERY CLOSE RANGE AS TO WHAT THAT DOABLE PERCENTAGE IS AND ROAD TEST FOR THE NEXT YEAR.

THIS AFFORDABILITY PROVISION IN HERE, IS IT -- IT'S NOT MANDATORY, IT'S ONLY -- IT'S OPTIONAL IF SOMEONE WANTS INCREASED INTENSITY OF USE ON THEIR PROPERTY FOR MIXED USE?

WE HAVE NO LEGAL MECHANISM TO DO IT OTHERWISE. THAT WOULD BE INCHES CLUES AREA OTHERWISE.

SO WHAT WE'RE TALKING ABOUT IN THE TASK FORCE WHEN SOMEONE WANTS -- THE AFFORDABLE HOUSING TASK FORCE IS THERE ARE A NUMBER OF WAYS THAT THEY CAN ADDRESS THAT, AND IT WILL PROBABLY LOOK DIFFERENT FROM WHAT WE'RE DOING TODAY BECAUSE WE'RE -- THEY'RE LOOKING AT DIFFERENT PARTS OF AUSTIN, THEY ARE LOOKING AT ALL DIFFERENT ZONING CATEGORIES, FROM COMMERCIAL TO RETAIL TO MULTIFAMILY, WHERE THERE WOULD BE A POLICY IN PLACE FOR AFFORDABLE HOUSING. IN SOME CASES IT WOULD BE INCLUDED, IN OTHER CASES IT WOULD.....ITWOULD NOT. IT WOULD BE A FEE IN LIEU. I DON'T KNOW WHAT THE OPTIONS ARE THAT THEY'RE GOING TO COME UP ON. THAT'S WHAT THEY'RE



WORKING ON RIGHT NOW. I JUST WANT TO MAKE SURE THAT -- I JUST WANT TO MAKE SURE IF NEIGHBORHOODS ARE CONSIDERING OPT IN OPT OUT PROCESS, THAT THEY KNOW THAT THAT PART COULD CHANGE, BECAUSE THAT'S WHY THE TASK FORCE IS WORKING RIGHT NOW. THEY'RE LOOKING AT HOW WE CAN HAVE A COMPROMISE FROM THIS DIVERSE GROUP OF DEVELOPERS, LANDOWNERS, MARKET RESEARCHERS AND ANALYSTS AS FAR AS AFFORDABLE HOUSING ADVOCATES ON HOW TO BEST DO THAT, AND IT WILL BE PROBABLY A SERIES OF RECOMMENDATIONS DEPENDING ON THE LOCATION AND/OR THE TYPE OF THE BUILDING, WE JUST DON'T KNOW, TYPE OF THE ZONING. AND SO I WOULD LIKE FOR THE AFFORDABLE HOUSING TASK FORCE, WHICH I'M VERY THANKFUL THAT YOU ARE CO-SPONSORING THE CREATION OF THIS TASK FORCE, TO GIVE THEM A CHANCE TO CHIME IN AND LOOK AT THIS, BECAUSE THEY ARE PROBABLY GOING TO BE ASKED QUESTIONS BY THE NEIGHBORHOOD WHO ARE CONSIDERING RIGHT NOW IF THEY SHOULD OPT IN OR OPT OUT.

DO YOU WANT TO CLARIFY?

I DO NOT EXPECT THAT YOU -- THAT ANY OF US SHOULD BE CHANGING THE CORE ELEMENT OF THIS, WHICH IS THAT AFFORDABILITY MUST BE INCLUDED WITHIN THAT DEVELOPMENT. I THINK THAT PART IS -- WOULD BE CONSIDERED A COMPLETE DEAL-BREAKER FOR THE NEIGHBORHOODS AND FOR THE AFFORDABLE HOUSING ADVOCATES. BUT THEY'RE REPRESENTED ON THE TASK FORCE TOO. BUT I.. I WILL SAY ON THE OTHER HAND THAT EVERYBODY AGREED THAT IN A YEAR WE COME BACK AND SEE THAT NOBODY HAS EXERCISED THE DENSITY BONUS, THAT TELLS US WE HAVEN'T GOTTEN THE PERCENTAGE RIGHT, AND SO IT NEEDS TO BE ADJUSTED OR THERE NEEDS TO BE A FINANCIAL SUBSIDY INCLUDED. SO I THINK THE CORE ELEMENT THAT WE NEED TO CONVEY, THAT WE WILL NOT CHANGE, IS THAT FOR VERSE CALIFORNIA MIXED USE, IF YOU'RE GOING TO GET THE DENSITY BONUS, YOU'RE GOING TO HAVE DENSITY RESPONSIBILITY, THAT IS TO INCLUDE UNITS WITHIN THAT DEVELOPMENT. BY THE SAME TOKEN, THE PERCENT MAY FLUCTUATE. THERE MAY BE DIFFERENT APPROACHES ON THE AMOUNT OF ANY

FINANCIAL SUBSIDY IN THE FUTURE, THINGS LIKE THAT.

ALL RIGHT. WE'LL CONTINUE WORKING ON THIS. THANK YOU.

MAYOR WYNN: THANK YOU. FURTHER COMMENTS, QUESTIONS? AGAIN, SO WE -- I AGREE WITH COUNCIL MEMBERS' RECOMMENDATION EARLIER THAT WE TECHNICALLY KEEP THIS PUBLIC HEARING OPEN. HERE IN A MINUTE OR SO I EXPECT TO ACCEPT THE MOTION ON FIRST READING ONLY FOR THIS ORDINANCE AND THEN WE WILL ALLOW TIME AND FEEDBACK FOR ADDITIONAL COMMENT. SO ANY FURTHER QUESTIONS? COMMENTS? IF NOT I'LL -- COUNCIL MEMBER MCCracken?

YEAH, I'M GOING TO MAKE A MOTOR.....MOTION AND IT WILL BE KEEP OPEN THE PUBLIC HEARING AND TO APPROVE ON FIRST READING ONLY THE AUGUST 4, 2006 DRAFT CODIFICATIONS WITH THE FOLLOWING AMENDMENTS: THE FIRST IS -- AND I'LL HAND IT IN WRITING, TO MATT GEORGE. IN SECTION 3.3.3 B, THE ALTERNATIVE BUILDING DESIGN MATRIX, PAGE 61, TO CLARIFY THAT THE USE OF TRADEMARK DESIGN FEATURES ABOVE 12 FEET IS PROHIBITED, STATED IN PARENTHESES, THIS DOES NOT APPLY TO SIGNS OR -- END OF PARENTHESES. THIS IS GOING TO BE IN THE SIGN ORDINANCE. THIS IS AN IMPORTANT CLARIFICATION FROM THE RESTAURANT INDUSTRY. AND THEN THE SECOND IS TO CLARIFY THAT DATA CENTERS ARE NOT INCLUDED IN THE DESIGN STANDARDS ORDINANCE, THAT WE ARE TREATING IT THE SAME AS INDUSTRIAL. IN OTHER WORDS, DATA CENTERS ARE ACTUALLY NOT IN INDUSTRIAL ZONING, WE WERE SURPRISED TO LEARN. SO YOU WOULD GIVE DATA CENTERS THE SAME TREATMENT IN THE DESIGN CENTERS ORDINANCE AS WE ARE CURRENTLY GIVING TO INDUSTRIAL PROPERTIES, WHICH IS LARGELY AN EXEMPTION. THE THIRD ITEM IS TO INCLUDE THE .. THE -- A -- AN OPTION AS PART OF THE OPT-OUT PROCESS THAT NEIGHBORHOODS ADJACENT TO CORE TRANSIT CORE DERS..... CORRIDORS, AS PART OF THE OPT OUT OPT IN PROCESS CREATE A PARKING DISTRICT, AND I THINK WE'LL NEED SOME STAFF GUIDANCE ON THE ACTUAL MECHANISM TO MAKE THAT HAPPEN. I THINK THAT'S -- WE'RE APPLYING THE UNO APPROACH. THE FOURTH IS SOMETHING THAT WE JUST NEVER SIGNED. THAT IS ON THE AFFORDABILITY, THAT

IN ADDITION TO THE 10 PERCENT OF AFFORDABILITY, THE CITY OF AUSTIN ALSO WILL HAVE A RIGHT OF FIRST REFUSAL TO BUY DOWN -- TO -- DESIRED LEVEL OF AFFORDABILITY ON AN EXTRA 10 PERCENT. AND I KNOW MATT SPOKE TO THAT IN HIS DRAFT AND I THINK IT'S NOT IN THE ORDERS. THE FIFTH ADDITION IS TO STATE THAT WE SHALL INCLUDE A STATEMENT ON ACCESSIBILITY IN THE CODIFICATION, AND I THINK, MATT, YOU HAVE SOME NATIONAL EXPERIENCE ON WHAT IT WOULD BE IN A NATIONAL BEST PRACTICE ON THIS STATEMENT ON ACCESSIBILITY.

WE DID HAVE SOME LANGUAGE, BUT WE CAN TALK IF CODIFICATIONS ARE NEEDED.

OKAY. AND THEN THE 6TH ITEM IS TO STATE THAT FOR THE IMPERVIOUS COVER CREDIT FOR SIDEWALKS AND CURBS, THAT IS ADOPTED ENVIRONMENTAL BOARD'S RECOMMENDATION ON SIDEWALKS AND CURBS AND IT'S CAPPED AT 5 PERCENT MORE. AND THEN -- THAT WILL BE MY MOTION.

MOTION MADE BY COUNCIL MEMBER MCCrackEN.

SECOND.

MAYOR WYNN: SECONDED BY THE MAYOR PRO TEM, APPROVED AS AMENDED THIS ORDINANCE ON FIRST READING ONLY.

MAYOR?

MAYOR WYNN: YES.

IF I CAN. I WANTED TO SORT OF LAY OUT THE STRUCTURE OF HOW THIS APPEARS IN YOUR BACKUP. YOU HAVE IN YOUR BACKUP AN ORDINANCE THAT EVEN..... EVEN ACTS THE NEW DESIGN GUIDELINES AS A SUBCHAPTER TO THE CODE, AND IN THAT ORDINANCE IT PROVIDES FOR THE LIFE AND SPEED THAT WAS SPOKEN ABOUT EARLIER AND PROVIDES FOR THE MECHANISM. SO I WANT TO MAKE SURE THAT WE ARE ADOPTING THESE WE ARE DON'T ADOPTING THE ENACTING ORDINANCE.

SO CLARIFIED. MART I TERRY IS A GODSEND FOR US.

MAYOR WYNN: THANK YOU MS. TERRY. YOU HAVE A MOTION TO SECOND? TABLE APPROVED ON THE FIRST READING ONLY. FURTHER COMMENT? COUNCIL MEMBER LEFFINGWELL?

LEFFINGWELL: SUBSEQUENTLY WE'RE GOING TO DEAL WITH THE LANDSCAPING PORTION OF THIS ORDINANCE, AND I JUST WANT TO SAY RIGHT NOW AS WE GO FORWARD WITH DEVELOPING THAT ORDINANCE, I HOPE THAT THAT'S DONE IN COORDINATION WITH THE WATER CONSERVATION TASK FORCE, BECAUSE THAT WILL -- THE FINDINGS OF THE WATER CONSERVATION TASK FORCE WILL SIGNIFICANTLY IMPACT THAT PART OF THE ORDINANCE, I BELIEVE. SO I JUST WANT TO SAY THAT RIGHT NOW SO THAT CAN BE INCLUDED.

MAYOR WYNN: FURTHER COMMENTS? COUNCIL MEMBER COLE.

I ALSO SHARE COUNCIL MEMBER MARTINEZ'S CONCERN ABOUT THE SMALL BUSINESSES AND I HEARD YOUR DEFINITE EXPLANATION THAT THEY ARE NOT INCLUDED BY VIRTUE OF THE THOUSAND TRIP LIMIT, AND I THINK THAT WE MIGHT CONSIDER ADDING SOME CLARIFYING LANGUAGE ABOUT THAT IN BEFORE SECOND READING ABOUT A SMALL BUSINESS EXEMPTION.

COUNCIL MEMBER, I THINK THAT WOULD BE A GOOD IDEA. I DO THINK THE TRICK IS TO MAKE SURE THAT YOU DON'T INADVERTENTLY OPEN THE DOOR ON NATIONAL CHANGE DRIVE THROUGH BANKS AND PLACES LIKE THAT. THAT'S THAT TRICK. SO I THINK IT'S A GOOD IDEA, AND WE HAVE ALREADY TAKEN A LOT OF STEPS AND WE NEED GOOD IDEAS ON OTHER WAYS TO ACHIEVE THAT INTEREST, AND SO I THINK THAT WOULD BE A VERY HELPFUL THING.

MAYOR WYNN: FURTHER COMMENTS, QUESTIONS? IF NOT, ALL IN FAVOR PLEASE SAY AYE.

I WANTED TO SAY REAL QUICK. BECAUSE I -- I KNOW SHE'S WATCHING, BUT WE HAVE TO SAY CONGRATULATIONS AND THANK YOU TO OUR FORMER COLLEAGUE JACKIE GOOD

MAN WHO ABOUT TEN YEARS AGO SAID WE NEED TO DO DESIGN STANDARDS AND EVERYBODY SAID THAT IS CRAZY, THAT IS COM YU..... COMMUNIST, THAT IS OUT THERE, AND EVERYBODY ELSE IN THE COUNTRY DID IT AND SHE LOOKED LIKE A PROFESSIONAL ET. SO JACKIE, OUR CO-SPONSOR ON THIS, THANK YOU, AND I ALSO WANT TO SAY KAREN GROWS, MY FORMER, IS IN LAW SCHOOL, AN EGREGIOUS WASTE OF TALENT, BUT SHE PLAYED AN ENORMOUS ROLE IN BRINGING THIS FORD, AND WHO STEPPED INTO THIS ON HER FIRST DAY OF WORK. I WANT TO SAVE THE PEOPLE IN CENTRAL.....CENTRAL TEXAS, EVERYBODY WHO WORKED ON THIS. THIS WOULD NEVER HAVE HAPPENED IF IT WEREN'T FOR CENTRAL TEXAS. WE ARE LARGELY IMPLEMENTING THE DENSITY, TO ENVISION CENTRAL TEXAS TOLD US WHERE THE COMMUNITY'S CENTER OF GRAVITY WAS AND HOW TO DO THIS. SO THIS IS A GREAT SUCCESS FOR BUSINESSES OF CENTRAL TEXAS AND WE APPRECIATE THAT.

THANK YOU, COUNCIL MEMBER. MOTION TO APPROVE ON FIRST READING ONLY. ALL IN FAVOR SAY AYE.

AYE.

MAYOR WYNN: MOTION PASSES ON A VOTE OF 7-0. THERE BEING NO MORE BUSINESS BEFORE THIS MEETING OF THE AUSTIN CITY COUNCIL WE STAND ADJOURNED. IT IS 7:44:00 P.M.

**End of Council Session Closed Caption Log**